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SUMMARY OF PUBLIC WORKSHOPS

WEST COAST DEEPWATER PORT FACILITIES STUDY

Petroleum shipping terminals - Pacific states
Harbors - Pacific states

Transmitted herein are summaries of five Public Workshops conducted by this office to acquaint the public with our West Coast Deepwater Port Facilities Study. This investigation is part of a national overview of the energy problem and the potential need for deep draft facilities to handle supertankers carrying crude petroleum.

The West Coast Study is scheduled to be completed over a six month period ending in June 1973. Upon completion the results of the study will be presented at a public meeting.

The Workshops were intended to give the public a more direct influence at the outset of the study and the views presented will be reflected in the Study.

J. L. LAMMIE
Colonel, CE
District Engineer

79 03135

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SUMMARY OF
PUBLIC WORKSHOPS
WEST COAST DEEPWATER PORT FACILITIES STUDY

PRESENTATION OF THE DISTRICT ENGINEER

Workshops were held in Eureka on 12 March, Martinez on 14 March, San Mateo on 15 March, Salinas on 21 March and San Francisco on 26 March. The District Engineer stated that the purpose of the workshops is to generate maximum local input at the outset of the Study. Each workshop was opened with a prepared statement which is summarized as follows:

1. A Congressional Resolution authorizing the Study was adopted by the House Committee on Public Works on 12 October 1972.
2. The purposes of the Study are:
 - a. To determine if there is a need along the West Coast for deepwater port facilities to receive and transfer crude petroleum.
 - b. If the need exists, to evaluate the advantages and disadvantages of the most likely locations and most appropriate facilities.
3. The Study is scheduled for completion in June 1973. It will present a balanced analysis of economic, engineering, and environmental aspects of deepwater port development. Upon completion, the study will be consolidated with similar Corps of Engineers studies of the East Coast and Gulf Coast and forwarded to Congress and the Executive Branch for policy formulation.
4. The following points are emphasized to place the Study in perspective:
 - a. The Study will not recommend construction of any sites.
 - b. Investigation of substitute fuels and means to reduce energy demands are beyond the scope of the study.
 - c. Congressional hearings are currently being held relating to the energy problem and deepwater ports.
 - d. No further Corps studies are programmed after completion of this preliminary evaluation.

e. Policy guidelines are expected in the President's forthcoming energy message.

5. Supply and consumption aspects of the energy problem are summarized as follows:

a. Oil comprises almost half of the total U.S. energy supply. Industry is the largest user (32%) and about half the total is divided equally between utilities and transportation. Homes and businesses use about 20 percent.

b. The energy problem involves an interim period over the next 10 to 15 years, in which the nation will be heavily dependent on gas and oil, and a long-term period in which new energy sources will be available.

c. A report of the State of California Resources Agency dated January 1973, and titled Energy in California - Its Supply, Demands, Problems foresees a higher level of demand for petroleum than is being considered in the West Coast Study. The State Study finds that in 1970, 89 percent of California's total energy needs were supplied by oil and gas. Despite a forecast that California oil production will drop 50 percent by 1985, oil and gas are still expected to meet 77 percent of California's energy needs in 1985. Consequently, an eight-fold increase in oil imports will be required.

d. The West Coast Study will analyze the consumptive needs of the service area consisting of Oregon, Washington, California, Nevada, Arizona, Alaska and Hawaii. This area accounted for 13 percent of total U.S. petroleum use in 1970. Alaska and California are the only crude oil sources within the area. Foreign imports comprise 25 percent of the total requirement.

e. Preliminary data from the petroleum consumption study indicate that 1968 refinery output was distributed as follows: gasoline 43 percent; residual fuel oil 19 percent; distillates 12 percent; kerosene 9 percent; and by-products 17 percent.

f. Electrical power generation for advanced sewage treatment in the seven state service area would require approximately 5 million barrels of petroleum per year on the basis of current population of about 29 million in the seven-state service area.

g. One of several estimates of West Coast petroleum consumption being evaluated shows a level of two million barrels per day in 1970; 3.4 million barrels per day in 1980; and 5.8 million barrels per day by 2000.

h. The petroleum study analyzes West Coast supply with and without the Alaskan North Slope sources developed. Under the "with" condition North Slope sources would supply an increasingly large share of the total, eventually displacing all foreign supplies. Conversely, the "without" North Slope oil condition anticipates West Coast reliance on foreign offshore sources to be very large. Foreign supplies would originate primarily from the Middle East.

6. The relation of the energy problem to deep draft navigation on the West Coast is summarized as follows:

a. Use of very large ships in the movement of crude petroleum in international trade is a rapidly growing practice induced by transportation savings.

b. There has been substantial recent growth in the size of tankers. Crude oil is now moved in ships up to 477,000 dwt. No harbor in the U.S. can accommodate ships greater than 150,000 dwt and at present 300 tankers in the world fleet are too large for U.S. ports. Fifty foreign ports can or soon will accommodate vessels of 250,000 dwt. The deepest ports in the U.S. are on the West Coast at Puget Sound and Los Angeles-Long Beach, with capacities of 150,000 dwt and 130,000 dwt, respectively.

c. Increases in West Coast oil consumption expected within the next decade indicate that there may be a need to use ships as large as 250,000 dwt or larger. However, tankers require significantly deeper drafts as deadweight tonnage increases. The first question the Corps' Study must answer is: Is there a need to use these large ships on the West Coast?

7. As vessel size increases, both capital and operating costs are reduced substantially in relation to cargo carried. A cost reduction of approximately 50 percent is possible by quadrupling the size of tankers transporting crude petroleum.

8. Use of 50,000 dwt tankers to carry the anticipated volume of petroleum would require about five times as many ships as 250,000 dwt supertankers. Congestion of vessel traffic and risk of greater oil spills could result.

9. The West Coast Deepwater Port Facilities Study is a joint effort of the South Pacific Division in San Francisco and the North Pacific Division in Portland. District offices in Seattle, Portland, San Francisco, and Los Angeles are also involved. The study is being conducted by a task force with the San Francisco District acting as coordinating office.

10. The study is based on a "without" deepwater port condition using existing navigation channels to handle projected petroleum imports, and a "with" deepwater port condition using deepwater port facilities.

11. The study is divided into five inter-related elements:

a. Crude Petroleum Import Requirements. This study will analyze current and future West Coast petroleum consumption.

b. Refinery Capacity and Location. This study will inventory existing refinery capacities, analyze potential expansion at existing locations, and the feasibility of building new refineries.

c. Engineering Study. This study will provide designs and cost estimates for deepwater port components to handle projected petroleum imports at potential sites.

d. Economic Study. This study will evaluate transportation cost savings and growth inducing effects.

e. Environmental Assessment. This study, to be conducted primarily by an environmental consultant, will assess existing environmental conditions at potential sites and changes resulting from deepwater port construction and operation.

12. Twenty-one locations will be analyzed including existing major port complexes and offshore locations. For each site, the comparative advantages and disadvantages of various ways of receiving and distributing oil imports will be considered in relation to engineering, economic and environmental factors.

13. By mid-1973 the West Coast study will provide some answers to this complex problem. In June the alternatives, as well as the potential risks, costs, and tradeoffs will be better defined.

14. Another public meeting will be held upon completion of the Study.

EUREKA

The Eureka Workshop was attended by approximately 70 persons. Correspondence from this area is appended as Attachment A. Opposition to the superport concept was mild and response to the study was mixed as summarized below:

1. The need to burn fossil fuels was questioned and it was suggested that study efforts should be directed toward devising alternative solutions to the energy crisis.

Colonel Lammie recognized this limitation of the study and explained that such alternatives will not be addressed because other Federal agencies are analyzing the overall energy problem including substitute fuels and conservation measures. The Corps of Engineers does not have the direction, funds, or expertise to investigate alternative energy sources.

2. Substantial concern was expressed regarding the adverse environmental impact of oil spills on marine resources in the Humboldt Bay and Eureka areas.

Colonel Lammie replied that the Study will not recommend a specific site. The study is a limited reconnaissance evaluation designed to assist in formulating national policy. In June a balanced analysis of the economic, engineering, and environmental aspects of deep-water port development will be forwarded to the national level and consolidated with similar studies of the East and Gulf Coasts. In combination, the three Corps studies will provide input for national policy decisions on the energy problem and superport development.

The rationale of the study is to first determine the need, based on energy consumption projections, and then group alternative sites on the basis of economic and environmental consequences. In addition, the total scenario of conditions with and without supertanker systems will be compared.

3. One question concerned the likelihood of bringing supertankers into Humboldt Bay or Crescent City.

It is unlikely that facilities would be developed in harbors. Off-shore facilities are more probable. Crescent City has deep water close-in but not in the harbor. Rock excavation problems would be encountered as well as 40 foot design waves. An extension of the jetties at the entrance of Humboldt Bay is being considered.

No U.S. port is capable of handling tankers larger than 150,000 dwt while the world tanker fleet has some 300 ships larger than that size -- up to 500,000 dwt. Larger ships would require channel drafts of up to 80 feet or more. San Francisco now has about 53 feet and will be deepened to 55 feet by summer. Humboldt Bay is 30 feet with projected deepening to 35 feet.

4. Some participants opposed related industrial development induced by handling crude oil while others were receptive to superport development because of the potential impact on employment.

5. Questions were asked regarding the process of formulating public policies on superport development.

Colonel Lammie pointed out that Federal-State relationships in this matter are presently under review by Congress and legislation is expected this year. The California Assembly Committee on Land Use and Conservation has expressed interest in the problem and the scope of the West Coast Study will be presented before them as well as the California Coastal Zone Commission and the Bay Conservation and Development Commission. In addition, local views obtained in the Workshops will be reflected in the analysis.

6. It was suggested that Federal environmental standards should be uniformly applied.

Some California environmental standards are higher than Federal standards. Environmental decisions are properly a matter of local or regional determination.

7. It was concluded that the results of the Study will be of benefit to the proposed Humboldt Bay Harbor District even if the area is not deemed appropriate for superport development.

MARTINEZ

Approximately 75 persons attended the Martinez Workshop. Correspondence and prepared statements presented at the Workshop are appended as Attachment B.

Strong representations were made both for and against a supertanker terminal in San Francisco Bay. Spokesmen for the building trades, industrial development, and marine related activities, including the Contra Costa County Development Association and the Steamfitters Local Union No. 342, advocated superport development as follows:

1. Comparing the present method with the use of supertankers, it was noted that each crude oil transfer presents a pollution hazard. Reducing the number of ships would result in better control and less risk of collision.
2. Development of a Central Bay terminal at the north end of Treasure Island was favored because of the following advantages:
 - a. Angel Island and Alcatraz are potential recreation areas.
 - b. An installation at Treasure Island would have more maneuvering room and be free of shipping lanes.
 - c. The site is less subject to tidal action or currents.
 - d. Minimum dredging would be required.
 - e. The site is relatively close to refineries and would protect local tax bases.
 - f. The City of San Francisco would benefit because the site is within city limits and could be taxed.
3. The building trades in Alameda County have a 20 percent unemployment rate. Superport development would have a favorable impact on employment. PG & E is shifting to oil-fired burners. Refineries will have to gear up for low sulfur plants. The area should adjust to environmental changes rather than shutting down plants or cutting back on construction.
4. Industrial development spokesmen supported superport development in San Francisco Bay in conjunction with the concept of a green belt energy corridor. It was suggested that buried pipelines in such a corridor could also be used to convey domestic wastes, natural gas, water and other utility flows. A greenbelt landscaped its entire length could be dedicated to public recreational uses.

Environmental spokesmen, including the Sierra Club, Save San Francisco Bay Association, Ecology Action and West Contra Costa County Conservation League, presented the following comments:

1. The study does not concern itself with larger questions outside its immediate frame of reference. Reducing the cost of energy to the consumer will subsidize energy - wasting and is not a desirable goal. The price of fuel should be increased to conserve dwindling energy reserves and reduce pollution. Severe penalties are needed to prevent oil pollution.
2. The Richmond site is a protected area close to the open waters of the bay. This site would provide more jobs and commercial opportunity for Richmond if used by the flourishing small boat, fishing and recreation industries rather than a tanker terminal. Public investment in dredging deep channels through the bar and bay would not be required and there would be no need to deposit millions of cubic yards of spoils.
3. If a terminal is developed on Alcatraz or Angel Island the potential of these areas for park, open space, recreational or nature field trips will be lost.
4. A deep-draft terminal should not be located in San Francisco Bay because it would require massive dredging. Dredging in the Bay already presents serious problems including adverse environmental effects, high costs and inadequate spoil placement sites. Cut across the current, channels would fill and have to be dredged again.
5. An off-shore site should be selected and a spill-proof terminal facility should be designed to supply refineries now located around the bay.
6. Wherever the terminal site is located, a governmental agency should oversee transfers to insure against spills.
7. The Study allows inadequate time for the environmental evaluation and the results may be superficial. Bigger is cheaper but the argument that there would be less chance of a collision is a preconceived notion. Use of supertankers could result in large spills.
8. Lack of foreign supplies and the prospects of substitute fuels should be considered in designing and amortizing facilities.

Other comments were:

1. Hauling dry bulk cargo in super-sized vessels is uneconomical for the Bay Area and should be excluded from consideration.

2. A potential superport site at the Farrallone Islands is not being considered as was incorrectly reported in the press. Deep water exists immediately outside the Golden Gate.

SAN MATEO

The San Mateo Workshop was attended by some 65 persons. Statements favoring superport development were presented by the San Francisco Mayor's Committee on Ship Repair and Construction and the International Association of Boilermakers and Iron Ship Builders. Statements questioning the need and effects were presented by Save San Francisco Bay Association, California Coastal Alliance and the Sierra Club. Correspondence and prepared statements are appended as Attachment C.

Discussion dealt with a wide range of issues, including alternative short term strategies, the study rationale and evaluation criteria, and inter-governmental relationships, as summarized below:

1. In response to a question concerning the procedure of site analysis, Colonel Lammie explained that a balance sheet of advantages and disadvantages will be drawn up for all feasible locations in the study area. Initially, an engineering analysis will be made of each site. The economic and environmental consequences will then be evaluated. Sites will be grouped into several categories reflecting degrees of feasibility. Alternative supertanker facilities will also be compared with the "without condition", i.e., continuation of the present oil delivery system.
2. Extended discussions took place concerning dredging requirements as follows:
 - a. Colonel Lammie emphasized that off-shore sites would require no dredging. Sites within San Francisco Bay would require dredging through the bar, which has a natural depth of 28-35 feet, a present depth of 53 feet, and an authorized depth of 55 feet. Very large tankers require channel depths on the order of 80-100 feet.
 - b. A port representative supported a Central Bay site at Alcatraz, Angel Island or Treasure Island on the ground that these sites have natural water depths of over 100 feet and the area through the Golden Gate has a depth of 290 feet. It would be necessary to dredge the bar. However, minimum further dredging would be required.
 - c. Save San Francisco Bay Association presented a statement expressing concern regarding the cost and effects of dredging. Colonel Lammie noted that any dredging must comply with the regulatory standards of permitting agencies.

3. Development of a Central Bay Superport was advocated by the International Association of Boilermakers because of potential impact on employment in ship construction and repair. Data were cited on the decline in boilermakers employed and on the tonnage of vessels constructed overseas. It was stated that spill-proof facilities could be developed and that a superport could generate jobs without jeopardizing the environment.

4. Colonel Lammie was asked, in view of the compressed time frame of the interim energy demand period, how much time would be required to develop facilities for 200,000 dwt vessels. Construction of a mono-buoy could be accomplished in one year. Lighters could be used in a first phase and a pipeline could be developed subsequently. However, the environmental evaluation and permit approval would probably require more time than construction. What effect will the short-run strategy have on the search for new sources of energy? It should have no impact on long-range options.

5. Several questions were asked reflecting the views of the California Coastal Alliance. Concern was expressed regarding the role of the newly-formed California Coastal Zone Commission in superport development. Colonel Lammie replied that presentations on the deepwater port study would be made before the State-wide and North Central Coast and Central Coast Commissions, as well as the Assembly Committee on Land Use and Conservation.

Close liaison exists between the Corps, EPA, BCDC, and the State and Regional Water Quality Control Boards. The entire question of State control and regulation of superports is now under consideration by Congress.

6. The number of refineries a superport would generate was discussed. Colonel Lammie said the demand exists and unless alternative energy sources are developed, there would be more refineries near supertanker sites. Possible expansion of refinery capacity is a principal criterion in evaluating potential superport sites.

7. In a response to a question it was stated that the proven reserve of Alaskan oil totals 10 billion barrels. Studies of the geology of the area indicate a substantially greater reserve. The pipeline capacity is 2 million barrels per day. The West Coast Study is limited to crude petroleum and does not consider facilities for LNG imports.

8. It was stated that the energy crisis on the West Coast is contrived. Energy demand as a basic premise is questionable. It is not necessarily in the interest of the general populace to fulfill demand because the market exists. A shortage of petroleum products is not bad in itself. Petroleum produces smog and contaminates the environment.

Colonel Lammie remarked that at a previous workshop it was suggested that higher prices should be charged for petroleum products to drive demand down. It is not the Corps' province to turn off the energy supply. Analysis of the overall energy problem is underway by the Executive Branch, Congress and several Federal agencies. Colonel Lammie continued that numerous studies, books and pamphlets seek to deal with the environmental costs of pollution through the price mechanism. Transportation cost savings are only one of many items to be **expected** in considering costs. All related system costs must be analyzed including capital outlay, operation and maintenance costs. The growth-inducing impact of superport development and related petrochemical industries is also a factor to be considered. Independent studies of the Council on Environmental Quality will provide substantial input to the Study.

A benefit-cost analysis will be conducted to measure the cost of construction against transportation cost savings. Total system benefits must be greater than costs. Some costs, notably environmental, are not readily quantifiable.

9. It was stated that the three-fold increase in fuel usage projected by year 2000 (from 2.0 to 5.8 million) could have a severe impact on life in California. What is the source of demand figures? Numerous projections prepared by other agencies including the California Public Utilities Commission, the National Petroleum Council and the State Department of Conservation have been compiled and analyzed to establish an upper and lower range. A probable level will be developed independently for this study and it will serve as the basis for determining waterborne transport requirements.

10. Resources are finite. One way to arrest demand is to reflect all costs in price. Will capitalization be borne by users? Public subsidies should not be provided unless fail-safe facilities are developed. The problem of allocating the costs of pollution is a difficult national question. Superport development could be done by a joint venture of oil companies. The role of the Federal government is not yet well-defined and national legislation on this matter is expected this year.

11. It was stated that nuclear plants would reduce energy demand better than one-half.

12. Concerning employment, it was stated that smaller tankers would have a higher manpower requirement. CEQ estimates that by 1980, 26,000 vessels of 50,000 dwt would be needed as against 500 supertankers of 250,000 dwt. Fewer crewmen are needed on automated supertankers most of which would be constructed overseas.

13. In response to a comment that the study deadline does not permit adequate time for the environmental analysis, Colonel Lammie replied that the energy problem is of high priority and the study schedule originates with our Washington D.C. office. This study is a preliminary evaluation and will not result in a firm recommendation to develop specific facilities on the West Coast. The primary purpose is input for the formulation of national policy on energy and related super-port development. There are many options. The solution involves an interative process in which alternatives are narrowed down and studied in-depth for final decision.

SALINAS

The Salinas Workshop had the greatest attendance with approximately 120 persons present. Most of the discussion consisted of prepared statements presented in opposition to development of a supertanker facility in Monterey Bay or Moss Landing.

As indicated in Attachment D, opposition was unanimous, organized and expressed through representatives of all levels of government. Opposing views were based on resource utilization and environmental considerations, potential displacement of certain sectors of the local economy, and area development implications. Opposing statements included formal resolutions adopted by Monterey County and the city of Monterey as well as presentations by Congressional and State legislators, representatives of Santa Cruz County, the League of Women Voters, Association of University Women, the California Wildlife Federation, the Salinas Chamber of Commerce, California Association of Environmental Administrators, and Hartnell College. Points made in prepared statements are summarized as follows:

1. Monterey Bay and Moss Landing have historical, geographic, geological, oceanographic and marine significance. Monterey Bay has exceptional biotic richness and diversity and there are three major marine biology research stations in the vicinity. Dredging or a large oil spill could cause irreparable damage to the scenic beauty and unique marine environment of Elkhorn Slough. Moss Landing and Estero Bay may be physically capable of accommodating a super oil tanker port but social, esthetic, and ecological considerations weigh as heavily as the depth of water close to the shore.
2. The underwater canyon at Moss Landing is a unique feature. The highest and best use of the offshore waters in this area is as a living biological laboratory that will make the Monterey Bay area a center for marine sciences, not a location for an oil port and heavy industry.
3. Moss Landing does not have adequate water supply or sewage disposal to support a major oil terminal. Creating a new nucleus of industrial development through a tanker port and oil storage terminal is not commensurate with present community, recreational and aesthetic values. Adaptable facilities may be found in harbor areas already industrialized.
4. State legislation banning oil drilling in Monterey Bay was enacted in 1969 without any local opposition.
5. Increased use of supertankers poses grave threats to navigational safety and enhances the possibility of oil pollution because:

a. The state of the art of clean-up technology is such that early containment and prompt clean-up may not be expected under the conditions in which major spills are likely to occur.

b. There is virtually no positive control over vessel traffic along the coast or in the harbors and inland waterways. The administration of vessel traffic is in a state of anarchy.

c. Government and industry have not devoted sufficient attention to the safe storage, handling, transfer and disposal of hazardous materials, including oil.

d. The design and construction characteristics of present and future tanker vessels promote rather than reduce the possibility of oil spillage.

6. Increased tanker size is related to reduced cost of construction and operation, not safety. While the trend toward supertankers reflects an industrial concern for economy, the proper public concern is for safety.

7. A deepwater port at Moss Landing will produce adverse aesthetic, environmental and economic impacts on the entire coastline from Santa Cruz to the Monterey Peninsula.

a. Oil tankers and unloading facilities would be visible from the entire coastline.

b. Oil spills can occur from ships and from bulk-transfer facilities. Massive spillage from a collision between two super-tankers could pollute the entire Central California Coast with the heaviest concentrations in Monterey Bay.

c. Petroleum is persistent in marine and intertidal environments. It does not break down chemically and could be extremely destructive to small marine organisms, fish and wildlife.

d. In addition to oil pollution, Monterey would be polluted by other material, including ship wastes, wastes from harbor facilities, and other related sources.

e. Concomitant facilities needed to transfer, process and transport oil petroleum products would induce urban-industrial development in surrounding areas and produce adverse secondary impacts including increased waste discharge into Monterey Bay, air pollution, and increased demands upon local roads and utilities. This would be contrary to the general planning of governmental jurisdictions within the Monterey Bay area.

Workshop discussion not contained in prepared statements is summarized as follows:

1. Superport development adjacent to the small airshed of Monterey County was opposed on grounds of probable air pollution and the displacement of aquaculture, tourism and agriculture. Reference was made to the abandonment of a proposed Humble Oil Company refinery in 1965 because of public opposition. It was suggested that zoning restrictions on industrial property at Moss Landing should prohibit oil refineries and petrochemical plants.
2. Colonel Lammie was asked how near a superport must be to refineries. He replied that a pipeline could be developed to an existing refinery complex and cited the utility corridor-linear park concept proposed in the Martinez Workshop.
3. Asked how many ports are being considered, Colonel Lammie replied that the first task of the Study is to determine whether there is a requirement for a deeper facility than already exists on the West Coast. Various types of off-shore facilities were described including the mono-buoy and single point mooring system. The technique of trans-shipment to lighter vessels for transport in shallower drafts was also described.
4. Noting that two ports on the West Coast can already handle 150,000 dwt vessels, it was asked how many trips would be required to accommodate projected petroleum demand. Colonel Lammie replied that the size of the ship divided into petroleum demand would give the number of trips. He added that the West Coast is better off than northeastern U.S. which has no deep ports and high energy demand.
5. The role of the California Coastal Zone Commission in superport development was discussed and Colonel Lammie reiterated comments at previous workshops regarding Corps presentations on the West Coast Study and impending national legislation on State regulation of superport development.
6. In response to a comment on safety, Colonel Lammie noted that the Council on Environmental Quality is conducting independent studies of environmental and safety conditions on the East and Gulf Coasts. The results of these studies will be available for the West Coast analysis.
7. It was suggested that the environmental analysis should be conducted jointly with the engineering and economic elements. Colonel Lammie replied that the study elements are prepared independently but that inter-action between the study elements occurs throughout the study.

SAN FRANCISCO

An additional workshop in San Francisco was held by request. Approximately 70 persons attended. Correspondence and prepared statements are appended as Attachment E.

As in the Martinez Workshop, participants were divided almost evenly between those opposing and favoring superport development. Opponents included Wildlife Alive, Friends of the Earth, the Sierra Club and others who contended as follows:

1. Superport development is unwise environmentally, financially and from an employment standpoint. American ships are not operating in the oil trade, and supertankers will not require many crew members. Smaller vessels would generate more employment.
2. Oil companies have not presented any information at the Workshops and they should be asked to explain why there is an energy crisis. The crisis is much publicized but little documented.
3. Basic questions of need and effects have not been fully considered. The social costs of filling demand are not being evaluated. Refinery expansion would cause air pollution.
4. It is questionable that the benefits of transportation cost savings would accrue to consumers. The transition from 16,000 dwt to 40,000 dwt and from 40,000 to 60,000 dwt did not result in lower prices. The petroleum industry is not sufficiently competitive to assure that transportation cost savings would be passed on to consumers. Savings are absorbed by carriers.
5. Coast Guard data were cited on oil spills from the Oregon border to San Luis Obispo. An average of one oil spill a day is reported. In 1971, 386 spills were reported, 200 confirmed and the total volume was estimated at 909,000 gallons. The collision of two T-2 tankers in 1971 off the Golden Gate dumped more than 800,000 gallons of oil. A similar accident involving a 250,000 ton supertanker could cause an oil spill of 80 million gallons.
6. The state of the art of cleaning up after oil spills is not highly developed. Oil companies should not be permitted to test spill clean-up technology with 250,000 dwt supertankers. A significant reduction in the gallons of oil spilled into the water and onto wildlife would occur if heavy penalty payments were required for oil spills.
7. Advertising and promoting greater use of energy should be prohibited.

8. Using supersize ships and relying on foreign oil supplies is unwise from the national defense point of view.

9. If a superport is developed in this area it should be located in San Francisco Harbor where it can be kept under surveillance for oil spills.

10. Superport development is in conflict with recent measures to protect the California coastline from inappropriate development.

Comments supporting superport construction and operation in the Bay Area were made (on behalf of some 40 labor unions), the Boilermakers and Iron Shipbuilders Union, the Bay Area Metal Trades Council, the City and County of San Francisco Mayor's Committee on Ship Repair and Construction, and the Santa Clara San Benito Counties Building and Construction Trades Council as follows:

1. An estimated 800 million tons of oil is due to be brought in to the United States annually by 1980. Unless carried in supertankers, increased shipping will move in congested waters, risking collision, grounding and oil spillage.

2. Other countries, (e.g., Holland, Italy and Ireland) have built superports and it is the most logical answer to the energy crisis.

3. Refuting the statement that tankers are constructed exclusively overseas, it was stated that five tankers of supersize are being built in Los Angeles. Standard Oil of California is building 28 tankers and Pacific Gas and Electric Company is planning to build a fleet of LNG carriers. Moreover, legislation now exists which requires that 56 percent of imported oil be transported in American bottoms.

4. The Bay area has well-established marine supply and ship repair facilities including the only dry dock on the West Coast capable of drydocking supertankers.

Other comments were as follows:

1. A question to Colonel Lammie concerned the techniques being considered for off-shore transfers. Colonel Lammie described various existing methods and said that any reasonable technology will be considered.

2. Another question concerned the use of LNG as an energy source. Colonel Lammie said only facilities to handle crude oil are being considered in the West Coast Study. However, LNG is being considered in the projection of crude oil requirement.

3. Colonel Lammie reiterated that the study will not recommend a proposed plan for construction. Input from the West Coast Study is designed to add to the national overview. The analysis of potential superport sites is preliminary. Sites are being grouped for future consideration. Reference was also made to presentations on the deepwater port study before State and regional public bodies; impending national legislation on energy policy; and Senate Bill 70 regarding the role of the States in controlling superport development.

ATTACHMENT A

EUREKA WORKSHOP

Col. James L. Lammie
District Engineer
U.S. Corps of Engineers
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San Francisco, C.



640 10th St., Arcata, Cal.
95521

Dear Col. Lammie:

Since our first knowledge of the proposed supertanker study came with the newspaper announcement of the March 1st public meeting in Humboldt County Supervisor's Chambers, the Environmental Center was not able to have all its member organizations present at that hearing. We would, however, like to suggest that for maximum public comment, another hearing be held, in larger quarters, with at least one month's advance notice.

We feel that before \$300,000 is spent on a study, the people in the area affected should be asked to comment on such an undertaking. This could be effected by polling existing governmental bodies such as the local city councils. Certainly if the proposed Harbor District is passed in the April election, the Commissioners should be consulted. With the many federal cutbacks which are adversely affecting the County, we feel that \$300,000 could be better spent in other ways.

Considering both environmental and economic implications of the proposed supertanker, we would advise great caution in considering Humboldt Bay. While it has been suggested that the activity of a supertanker would provide an economic stimulus for Humboldt County, we would question, first, who will benefit economically, and secondly, what will happen to the oil once it gets to Humboldt Bay? Will this enterprise result in financial benefits for a relatively small group of individuals-- shareholders of major oil corporations and a few imported technicians, with profits being sent outside our area-- at the expense of the quality of life for the community around the bay? If Humboldt Bay is chosen, the far-reaching environmental impact (for example having to expand the freeway in order to move the oil out by truck, or the possibility of an oil spill on Humboldt Bay) concerns us greatly.

Yours truly,

Harriet J. Gray

Harriet Gray, President
Board of Directors
Northcoast Environmental
Center

ATTACHMENT B

MARTINEZ WORKSHOP

Save San Francisco Bay Association

P. O. Box 925 • Berkeley, California 94701 • (415) 849-3053

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PURPOSE

- Protect open water
- Promote regional planning
- Plan for conservation of wildlife
- Create boating and recreational facilities
- Beautify the shoreline

March 14, 1973

Statement before the U.S. Army Corps of Engineers on the West Coast Deep Water Port Facilities Study

The Save San Francisco Bay Association includes approximately 18,000 members concerned with the long-run values of this fragile and complex national resource. The Association believes that existing facts indicate that no deep water port facilities or tanker terminal should be located in the Bay.

A deep-draft tanker terminal in the Bay would require massive dredging. Dredging in the Bay already presents serious problems including the effects of dredging itself, the costs, and the placement of dredged spoils.

Is one of the purposes of a deep water port to reduce environmental hazards? The oil pollution in San Francisco Bay is continuous and serious. This is due to many factors which are not likely to be corrected with a deep-draft tanker terminal. They include lack of funding for adequate prevention and enforcement personnel, insufficiently severe penalties on oil polluters, use of faulty equipment and old ships. How would operators who would not be able or willing to use a large central facility be affected? Will they continue to use the Bay?

Will alternatives to deep water tanker terminals be considered in the study?



Ecology Action

contra costa county

March 15, 1973

Members of the Army Corps of Engineers Hearing Board:

My name is Florence Klinger, and I speak for Contra Costa Ecology Action

Entry of super tankers into San Francisco Bay is fraught with ecological danger: what of an oil spill?

If the terminal is on Alcatraz, the potentiality of the island as a park, open space, recreational area or for nature field trips, is doomed. If the Farallon Islands are granted for a loading terminal the wild life which now call the islands their own, must move. Where will they go? As long as the Farallons are to all purposes out of sight, there will probably be little regulation, if any, of visual pollution caused by the construction at the terminal; and, with a serious shortage of staff now suffered by the water control agencies, what sort of monitoring will take place?

Oil products from the five refineries along Carquinez Strait must be taken to the terminal. This necessity will be one more argument in the case for the Baldwin Channel, to which we are absolutely opposed, - as much opposed as we are to any super-tanker filled with petroleum products endangering the Bay or taking the Farallon Islands or Alcatraz for their own shipping convenience, thus removing the joyous assurance thousands of people take in knowing the islands are wild and free.

Ecology Action recommends that wherever the terminal site may be - in the ocean or along the coast, a trustworthy state or regional government agent should be present to oversee the exchange of liquid products to insure against spills and to make immediate report should any occur.

Florence Klinger

2500 Lowell Avenue
Richmond, California
94804

March 14, 1973

Col. James L. Lammie
U.S. Army, District Corps
of Engineers
West Coast Deepwater Port
Facilities Study
100 McAllister Street
San Francisco, California
94102

Dear Col. Lammie:

The West Contra Costa Conservation League has maintained a long interest in the protection of the waters of San Francisco Bay as well as in the use and conservation of the shoreline. It is our purpose in coming here tonight to inform ourselves of the various proposals for extending, deepening and creating new channels for shipping in the bay, to hear of the methods proposed for disposing of the spoils as well as to express to you some of our deep concerns.

All along the Contra Costa shoreline, within the Corps jurisdiction non-permitted fills have taken place. These continue today, frequently after cease and desist orders from the Corps itself, usually placed by those who are well aware bay fills are not permitted in the marsh, the tidelands, or the Bay itself without a permit from several public agencies. Sometimes these fills are placed by public bodies or their agents which is hard for the layman to understand. Our concern about these fills and the locations used to dispose of any large quantities of dredging spoils is very simply because the Bay and its marsh areas are so vital to the economic well being of the total region. They are also the well springs of life itself. Destroyed - our air, our food, our climate are altered. Those very qualities which have fostered industry, commerce and the exciting culture and life style of a metropolitan region will be destroyed.

With this motivation we have been frequently disturbed by what has previously been considered "loose talk" of digging new channels through the Southampton Shoals "to a depth of over 40' - now rumored to be 70' and even deeper in order to bring the giant '3rd generation', 1000 feet long and longer ships into the Richmond harbor." Our engineering advisors soothed our fears describing this a foolish proposal. Cut across the current the channel through this area would fill almost as quickly as the dredging could be done. The channel cut this deeply into Richmond would involve many millions of cubic yards of spoils. Where would they be deposited? What marsh and upland areas would be threatened? What damage will result to the natural ecological balance of the bay and ocean?

And at what tremendous cost will this be effected in order to accomodate ships coming into Richmond too large to be turned around inside the harbor and too wide to allow more than one way traffic behind the breakwater - yet a very recent public document, excellent in many details, adopts this as local official wisdom.

We oppose both the proposal to make a new channel through Southampton Shoals and the plan to bring the very large ships into Richmond. This is a protected area close to the open waters of the bay badly needed by the large and flourishing small boat, fishing, recreation industry involving craft that can happily operate in the channel with ships of lesser tonnage that can operate today without the massive new channels. This marine-recreation industry would also be of greater value to Richmond as a social entity providing more jobs and more commercial opportunity with less public investment than the deeper channel designed to attract 3rd generation vessels already in steep competition between other ports.

We also question the advisability of any facility off Richmond designed to accomodate the giant tankers. The dangers involved in bringing ships 11,000 feet and longer inside the bay are too great to risk. The cost of dredging through the bar as well as through the bay would be phenomenal. We urge the Corps to concentrate on selecting off shore sites to accomodate these massive tankers with the engineering skill and ingenuity once directed toward placing a man on the moon be now geared to designing a safe, spill proof terminal facility that can inturn supply the refineries now located around the bay.

Disposal of dredging spoils is today a serious economic and environmental problem. Ports are by their nature a high subsidized, frequently losing financial proposition. At this time the Corps of Engineers represents the only truly regional body with the jurisdiction and expertise to put sense into regional port and navigational planning.

We appreciate the opportunity to express these few ideas. We know you will seriously consider the environmental and biological significance of any major dredging operations as well as the economic and financial threat they may represent to other individuals and business interests. The interdependencies existing in all of nature extend also to all of the activities of man.

Thank you for your courtesy and attention.

Sincerely,

Barbara Vincent
Barbara Vincent

West Coast Deepwater
Port Facilities Study

Martinez hearing, March 16, 1973

STATEMENT OF JAMES T. RITCH, General Manager
Contra Costa County Development Association

The Contra Costa County Development Association, acting on behalf of the County Board of Supervisors, the Port of Stockton and the Pacific American Tankship Association, prepared and filed a brief with the Army Corps of Engineers in July, 1958, requesting a feasibility study of deepening the San Francisco to Stockton ship channel to 35 feet. This brief was used by the late Congressman John F. Baldwin as a basis for his request for congressional allocation of study funds. Congress subsequently appropriated \$365,000 to begin the study.

The project is described in House Document 208 of the 89th Congress, which approved construction in 1965. The project is presently under way by the Corps. Its approval was justified by a benefit to cost ratio of 2.4 to 1. Subsequently the project was changed to authorize deepening the channel to 45 feet as far as Pittsburg.

Since 1965, there has been a substantial increase in the tonnage of crude and refined petroleum using the channel between the San Francisco harbor entrance and Point Edith in Suisun Bay as the result of the addition of two new oil refineries to the four existing at that time.

The Sequoia refinery at Hercules, with a capacity of 25,000 barrels per day and the Exxon refinery at Benicia, with a capacity of 72,000 bpd, bring the total capacity of refineries in the San Francisco Bay Area to a total of 584,000 bpd, according to our latest figures. The other refineries depending upon ocean shipping are Standard Oil, Shell Oil, Union Oil and Phillips Petroleum.

Most of this crude oil supply comes by ocean tanker, some of them by far the largest vessels entering San Francisco Bay and running as large as 105,000 tons at the present time. Tankers in excess of 94,000 tons and drawing up to 51 feet tie up at the oil docks of Martinez and Benicia at the present time.

Largely because of these tankers cargoes, inbound and outbound, ports served by the ship channel between Richmond and Avon accounted for 35,993,264 tons of shipping in 1971, the latest year reported by the Corps in "Waterborne Commerce of the U. S. Part 4." This total, according to the report, represents 60.78 per cent of the entire shipping of San Francisco Bay and Tributaries and 31.8 per cent of the 116 million tons of ocean shipping of the State of California.

This 36 million ton figure, which includes the tonnages of the Port of Richmond, San Pablo Bay and Mare Island, Carquinez Strait and Suisun Bay Channel, is roughly equivalent to the tonnages handled by ports in the Columbia System and in the Puget Bay system, and higher if tonnages of rafted logs are eliminated.

These figures are cited not for purposes of comparison but to highlight the importance of the oil industry in the Bay Area.

The five refineries in Contra Costa County and their subsidiaries, incidentally, employ about 7,500 persons and represent about 10 per cent of the county's total assessed valuation of two billion dollars. At the present time, plans are being completed by still another refiner, Urich Oil Company, for construction of a 30,000 bpd refinery east of Martinez, which will be wholly dependent upon ocean transport.

If this important bay area industry is to remain alive and competitive in an era when supertankers are being built or are on order running as large as 500,000 tons, it must have a means of obtaining crude oil deliveries either by ship or pipeline.

If the Corps' investigation determines it is feasible to deepen the harbor entrance sufficiently to enable entry by some of the smaller supertankers on the coastwise runs, and studies are developed for a central discharge facility for oil cargoes, it would then become necessary to transport the oil by pipeline to the refineries extending from Richmond to Avon.

Several years ago John Walsh, then Area Development, Director of the Pacific Gas and Electric Company, proposed the idea of a "green belt" energy corridor extending from San Pablo to Antioch to serve as a transmission line for natural gas, feed stocks needed by industrial plants, water, industrial wastes and even sewage wastes through buried pipelines. It was proposed that a green belt of about 300 feet width, could be landscaped its entire length and dedicated to public use for horse and bicycle trails, picnicing, etc.

Such a pipeline to convey crude oil to the refineries would probably be constructed by the industries, utilities, municipalities and sanitary districts served, possibly with federal help.

The recently completed water Quality study of Brown & Caldwell for the Contra Costa Water Agency on the waste disposal problem in Contra Costa County takes this proposed "energy corridor" concept into consideration as a potential collector system for domestic wastes.

I should like to point out also the relationship between the oil industry and the generation of electric power through the Pacific Gas and Electric Company's system. This brings the much discussed energy crisis into focus.

At the present time, P.G.&E. produces about ten and a half million kilowatts, of which almost exactly one third is generated by five steam plants in Contra Costa County. In the past these plants have been fueled on an interruptible basis with the company's own natural gas, the company being the largest individual user of natural gas. According to the March edition of the company's publication, "P.G.&E. Progress", the use of fuel for generating purposes will change before the end of this decade from about 95 per cent natural gas and five per cent low sulphur oil to virtually 100 per cent oil.

Each barrel of this oil must come from the refineries.

It may be of note that shipments of fuel oil from Richmond alone during 1971 amounted to 2,998,000 tons while shipments from refineries in Carquinez Strait amounted to 1,498,185 tons. The figures can be made meaningful by the fact that they total more than twice the 1971 tonnage of the Port of San Francisco, of which, by the way, ten per cent was represented by receipts of fuel oil.

I understand that the Federal Power Commission has issued orders rationing gas supplies from Texas sources to California in order to divert gas to eastern users, thereby causing the western utilities to hunt for more sources of fuel oil. At the present time the P.G.&E. is undertaking the construction of additional tanks at its Pittsburg Steam Plant to hold several million barrels of fuel oil and contemplates similar construction at the Contra Costa Steam Plant near Antioch.

This indicates that the crisis in energy, not only the energy that fuels automobiles but that which lights homes and streets and continues industry in operation, is being taken more seriously by industry and utilities, and that it has a direct relationship to the future availability of crude petroleum through ocean transport.

I appreciate the opportunity of appearing before this hearing of the Corps of Engineers and making my thoughts known.

To

Lt. Col. James Lammie, District Engr.
U. S. Army Corps of Engineers
100 McAllister St.,
San Francisco, CA 94102

Solano County Industrial
Development Agency
COURT HOUSE

4/10/73

Statement/Deep Water Port Facility

FAIRFIELD, CALIFORNIA 94533

Dear Colonel Lammie:

The statement of our Agency is attached which supports a deep water port facility.

We believe this is very important to the future economy of the Bay Area.

Sincerely,



F. R. HENREKIN, Executive Director

FRH:mam
enc

THIS COPY FOR PERSON ADDRESSED

West Coast Deepwater
Port Facilities Study

Statement of F. R. Henrekin, Executive Director
Solano County Industrial Development Agency

The United States and California are facing an energy crisis and much of our energy is supplied by petroleum whether for electric power generation, transportation or home use. We must depend increasingly upon foreign sources for our crude oil supply. At present 26% comes from outside the United States and it is predicted that over 50% of our crude oil requirements and nearly one third of our energy requirements will be imported by 1985.

The crude oil supply for the six refineries in Contra Costa and Solano Counties comes by tanker and will continue to do so in the future. In 1971 the total inbound and outbound tonnage for the area between Richmond and Alton was 35,993,264 tons of shipping as reported by the Corps of Engineers in Waterbourne Commerce of the United States. This represents 60.78% of the total shipping of San Francisco Bay and its tributaries. This tonnage is largely crude oil or finished petroleum products.

The petroleum industry represents a \$12.5 billion investment in California and provides nearly 8,000 jobs in the Bay Area alone. California's population is increasing and will continue to do so. This will result in a greater demand for petroleum products because each individual requires the energy in petroleum equivalent to 9½ gallons daily.

The world trend in the size of tanker vessels makes it mandatory that a port facility be established on the west coast to accommodate the larger vessels, many of which have a capacity of 250,000 tons and draw up to 92 feet. Other vessels with a capacity in excess of 94,000 tons require 51 feet of depth.

These larger vessels substantially reduce the cost of transporting crude oil and our west coast refineries must take advantage of the lower cost to remain competitive with other parts of the United States and the Western Hemisphere. This savings in transportation will reflect itself in the cost of goods and services that are largely dependent upon petroleum supply. Most jobs are dependent directly or indirectly upon petroleum energy.

The establishment of a super port will also result in fewer tanker vessels in the San Francisco Bay System and reduce the chances of vessel accidents.

We recommend, support and urge a program be adopted for the establishment of a super port at some location in the San Francisco Bay Area either inside the Bay System or offshore in the Pacific Ocean to be connected by pipeline to the present and future refineries. Unless this is done it will have a negative effect upon the economic development of this area and upon the existing economy and the thousands of jobs and tax revenues it provides to local government.

I appreciate the opportunity to submit the opinion of our organization and myself on this important matter.

F.R. Henrekin
Executive Director
Solano County Industrial Development Agency

ATTACHMENT C

SAN MATEO WORKSHOP

City and County of San Francisco
The Mayor's Committee
on
Ship Repair and Construction

8 March 1973

West Coast Deepwater Port Facilities Study

I have with me extra copies of a Corps of Engineers release dated 28 February 1973 concerning a West Coast Deepwater Port Facilities Study. The paper fully explains what is to be done.

We in San Francisco must get into this matter early and late to see that San Francisco is named a Deepwater Port. It is believed the Central San Francisco Bay is the place for it. Preliminary evaluations indicate tankers of approximately 250,000 dwt could be operating soon on the West Coast, requiring water depths of 70 feet or more. No West Coast port can presently handle these ships.

I sincerely believe that San Francisco must become a Superport or it will be no port at all. The people of San Francisco need the jobs of repairing and supplying super tankers and other large vessels. We have the marine supply firms, pier side repair facilities and shipyards to do this job. Bethlehem, incidentally, has the drydock to dock these vessels.

Anything we can do to increase ship traffic in the San Francisco Port benefits all segments of our Marine Industry. I urge full participation in the Corps of Engineers work shops. However, here again, I note that work shops for Northern California are being held in Eureka, Martinez, San Mateo and Salinas. Where is San Francisco?

Chairman
The Mayor's Committee on
Ship Repair and Construction
City and County of San Francisco

R. B. Mayhugh
Assistant to General Manager
Bethlehem Steel Corporation
San Francisco Yard

Save San Francisco Bay Association

P. O. Box 925 • Berkeley, California 94701 • (415) 849-3053

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PURPOSE

- Protect open water
- Promote regional planning
- Plan for conservation of wildlife
- Create boating and recreational facilities
- Beautify the shoreline

March 14, 1973

Statement before the U.S. Army Corps of Engineers on the West Coast Deep Water Port Facilities Study

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Is one of the purposes of a deep water port to reduce environmental hazards? The oil pollution in San Francisco Bay is continuous and serious. This is due to many factors which are not likely to be corrected with a deep-draft tanker terminal. They include lack of funding for adequate prevention and enforcement personnel, insufficiently severe penalties on oil polluters, use of faulty equipment and old ships. How would operators who would not be able or willing to use a large central facility be affected? Will they continue to use the Bay?

Will alternatives to deep water tanker terminals be considered in the study?

Save our Coast

California Coastal Alliance, P.O. Box 4161, Woodside, CA 94062

STATEMENT BY JANET ADAMS AT HEARING IN SAN MATEO
BY
CORP OF ENGINEERS
RE: SUPER-PORT SITING

Mr. Chairman, Members of the Committee, my name is Janet Adams. I am the Chairman of the California Coastal Alliance, the organization that served as the legal proponent and the sponsors for the California Coastal Zone Conservation Act.

In the process of that campaign we, of course, learned a great deal about coastal conservation, environmental impact of change upon the coast, and we view a decision about creation of super-ports, least of all the placement thereof, with apprehension. However, we acknowledge that our apprehension is based upon instinct not data, because there is very little data available to the general public. We assume that there is little data available to anyone at this date.

Therefore, we ask for your serious consideration of a few of our apprehensions, so answers to them can be made available to everyone.

We ask first. Is there need for super-ports? Have all the alternatives to super-ports been analyzed and evaluated? Is there data available about the types of energy that could replace oil if necessary. Would it be more valuable to society as a whole to use alternative energies and alternative methods of using energy. Will the use of solar energy or geo-thermal for example be considered?

Is the need for super-ports being evaluated on the assumption of energy needs and kinds available right now, or the assumption of energy needs and kinds available at the time of completion of a super-port or even ten years after completion?

Will the impact of super-ports be considered on a regional basis? How will the fuel get from the super-port to the user? How many new refineries would a super-port generate for example if one were placed off the Monterey Coast? The people of that area fought against and stopped one refinery there. How many would they have to fight off if there were a super-port? Any community should know the ramifications before any decision is made.

(over)

Would a super-port create as a side effect new rail lines, or new highways, or will it be needed if rapid transit, super trains become the smog free connecting lines along the coastal states. What will happen when the oil gets ashore?

We would like to know also what happens with oil spills, not massive oil spills, but the ordinary day to day oil spills if a connecting line breaks, if an employee is careless, if a system fails. Will the super-port be self-contained? Will there be no seepage?

Will the full ramifications of a super-port on the life style of an entire area be considered? Will the implication of changing essentially light industry areas as the Monterey area into heavy industry be considered? Will consideration be given to the impact of further expansion of a heavy industry on areas trying to soften the impact of existing over-~~population~~? Will your report be based upon a full study of the environmental, social and economic values of having or not having super-ports?

We most sincerely request that the broadest spectrum of questions and answers be written into the need for a deep water port anywhere.

We further request that information be given to the California Coastal Commissions for their study and judgement. We note with wry humor that the people of this state voted for President Nixon by what the newspapers called a landslide of 55%. By 55.1% the people of this state passed Proposition 20 the Coastal Conservation Act creating State Commissions with permit power over every new structure inland a thousand yards from the mean high tide and three miles at sea.

We are aware that a super-port facility can easily be placed outside the three mile limit, however it will connect with the shore in some manner whether it is a pipe line or a fleet of small tankers. Some where, some thing will touch shore by pipe or perhaps new shipping terminals and the State Commissions will under our state laws have jurisdiction over that thing.

We are anxious to know if the Corp intends to respect the clear landslide mandate of Californians, if the Coastal Commission will have the final judgement over a new super-port or ports.

There are a host of questions. The Alliance does not have the answers. We suggest that no one does, and we doubt if anyone will by the June deadline that we understand you have. We certainly hope that nothing rash is done on so

critical a decision.

We are anxious to participate in the study of this subject and the review of the study. We do have many legal and scientific experts to whom we can turn for the information that you, and we the public, will need.

We are certain that you can, and given enough time and research evaluation, come to the right decision. Until that point we withhold any judgement. We respectfully ask that we and the Coastal Commissions be given the opportunity to help.

#

The California Coastal Alliance
P. O. Box 4161
Woodside, CA 94062
(415) 851-7418

March 15, 1973



SIERRA CLUB LEGAL DEFENSE FUND, INC.

by Ansel Adams in *This is the American Earth*

JAMES W. MOORMAN
Executive Director

BARRY A. FISHER
JOHN D. HOFFMAN
Staff Attorneys, San Francisco

H. ANTHONY RUCKEL
Staff Attorney, Denver

March 19, 1973

Colonel James L. Lammie,
District Engineer
San Francisco District
United States Army Corps of Engineers
100 McAllister Street
San Francisco, California 94102

Re: West Coast Deepwater Port Facilities Study

Dear Colonel Lammie:

After attending the public workshop on the above study held in San Mateo on March 15, I would like to make the following comments and suggestions for your consideration in regard to the study:

1. You emphasized that the study would not attempt to predict or anticipate the results of Government and/or private efforts to conserve or redirect energy use. This important qualification on the scope of the study should be clearly set forth in any report, and any conclusions drawn from the study should be specifically prefaced by this qualification. As you probably know, the RAND Corporation has estimated after an extensive study that the annual rate of growth in demand for electrical energy in California could be reduced as low as 3% without serious changes in established living patterns. (California's Electrical Quandary: III, Slowing the Growth Rate, R-1116-NSF/CSA, September 1973). Studies by the United States Office of Emergency Preparedness and the Congressional Research Service indicate there is a great potential for similar reductions in other areas of energy demand. Unless your study notes prominently that you have not considered these matters, it may be referred to and relied on as a complete analysis of the West Coast energy demand picture, which it will not be.

2. You indicate that the "growth inducing impact" of any deepwater facility will be examined as part of the economic phase of your study, but evidently there will be no similar consideration of growth-inducing effects in your environmental study. Any projection of economic growth benefits, without a corresponding analysis of the environmental costs, would be one-sided and unreliable. In particular, the environmental study should include consideration of the effects on land use, demand for public services, effects on transportation systems, water supply, population growth and distribution, and all other aspects of the land-side development that would be directly or indirectly stimulated by the facility.

3. The cost-benefit analysis of the study should employ a realistic interest rate and a realistic amortization schedule for the project. You indicate that the facility is conceived as primarily needed during the next 10 to 15 years and that other sources of energy are assumed to be sufficiently available to alleviate oil and gas demand after that time. If the study shows that the West Coast would not actually need deepwater port facilities in order to meet demands for imported oil 15 or 20 years from now, then it would seem that the project should be amortized within that period of time.

4. The final study should set forth as fully as possible the principal sources of information for the various conclusions reached by the study. Given the limitations of time and money you mentioned at the meeting, the study must obviously draw heavily on previous work. The public will be in a much better position to evaluate the study if it knows the principal sources relied on by the Corps.

I hope you and your staff will find the above of use in your conduct of the study.

Sincerely,



John D. Hoffman

JDH:sls

585 Chelmsford Road,
Hillsborough, California 94010
March 19, 1973

U. S. Army Corps of Engineers,
100 McAllister Street,
San Francisco, California

Gentlemen:

I attended the public meeting held March 15 at San Mateo city hall and presided over by your Col. James Lammie. The announced purposes of the meeting, one of a series, were to "discuss the deepwater facilities" and generate "maximum local input" on the matter of supertanker ports on the west coast.

My impression of the presentation was that, while Col. Lammie presented the program well and was at all times courteous and accommodating, it was most inadequate. As one might anticipate, most of the persons there attended because of their concern about protection of the environment. But Col. Lammie was by his own statement not equipped to answer questions or to comment on environmental consequences of deepwater supertanker ports.

As a result, the meeting had all the appearances of a road show designed to sell to the public the idea of need for deepwater tanker access; to sell the scare-issue of energy crisis and fuel shortage.

For Col. Lammie and his staff and their brochure speak ominously and portentously of the "demand" for fossil fuels, as if wherever there may be a market for these commodities we are somehow compelled to supply that market. The unspoken theme seems to be that we must, willy-nilly, meet the "demand" even though the consequences may be waste of resources and outright damage to the environment.

And they speak the dread words of energy crisis and fuel shortage with no sign of recognition of the rather widespread belief that these are, in part at least, contrived and rigged by those in the fossil fuel industries. Their reasons could be many: to obtain more favorable legislation on oil depletion allowances, to overcome public opposition to the Alaska pipeline, to prevent passage of legislation regulating strip mining, and so on and on.

There would be certain benefits in a decreased supply of petroleum. We would be obliged to conserve it and turn less into air pollution. We would manufacture fewer plastic articles such as containers which are too cheap to economically recycle but when discarded will remain to contaminate the water and the soil for centuries. We would be obliged to conserve electrical energy--who has not wondered why numerous tall San Francisco office buildings are ablaze each night with light--with no hardship and even little inconvenience. The list could continue.

It seems clear your forthcoming report will be woefully inadequate if it does not address these questions. That is, you need to treat with the real needs, whatever extent they may be, not the assumed needs of market demand. And the matter of environmental damage must be spoken to. It needs to include not only the dollar cost of clearing up contamination to the air and water and land, but also the human cost in misery, illness, limited recreation, contaminated food, etc.

And your next series of public meetings in June should include persons who come equipped to provide information on the questions raised above. Please let me know if this can be done.

Sincerely,
Robert E. McCann
Robert E. McCann

ATTACHMENT D

SALINAS WORKSHOP

STATEMENT OF BURT L. TALCOTT
UNITED STATES CONGRESSMAN
12th DISTRICT, CALIFORNIA
SPECIAL MEETING OF U.S. CORPS OF ENGINEERS
MONTEREY COUNTY COURT HOUSE
SALINAS, CALIFORNIA
MARCH 21, 1973

BURT L. TALCOTT
U.S. CONGRESSMAN

Mr. Chairman: I regret very much that I cannot present my views in person, but Congressional duties require me to remain in Washington. On the other hand, I am gratified that my friend Jim Glaser has agreed to present my statement. He is a member of the Regional Water Quality Control Board, has been most effective in many community projects and has the credentials which entitle him to speak in his own right.

First, I publically commend the Corps of Engineers for the exceptional work they have successfully completed over the years to protect our environment, to conserve our lands, to develop our national resources and to restore damage done to our planet by nature and man. I publically express my gratitude for the numerous projects the Corps has planned and completed in our Congressional District. You have proved time and again that you are professional engineers of superior ability with a keen sense of the value of all life and an understanding that technology and development can and should be completely compatible with our ecology and environment.

We greatly appreciate your agreement to hold public hearings here on the scene. The Corps distinguishes itself by its proven efforts to listen to the people it serves.

You are in Monterey County - which is probably the original and leading environmental county in the Nation. Long ago our County initiated agricultural zoning; scenic highways - even scenic county roads; we employed the first full-time litter control officer; we fought highway bill-boards when it was tough, especially for a small county; we began to monitor our air for pollution long before "smog" became a household word: our beach, openspace and sight ordinances became models for larger counties; we were among the first to compel lines of utilities to be placed underground, even outside cities; heavy industries in our county have spent millions of dollars to reduce air, water and sight pollution; the Salinas river, because of concerted effort, may be the first in the nation to be pollution-free; years ago educators, scientists, industrialists and governmental officials met to study how best to use and develop Monterey Bay. Our interests and concerns are long standing. My personal and official participation dates back to some of the earliest of these environmental initiatives.

Dozens of other instances could be recited to demonstrate to you the concern and the diligent dedication that the residents

of the Monterey Bay area have made to protect and preserve our natural resources.

Monterey is not just another Bay or coast line - it has unique historical, geographic, geological, oceanographic and marine significance. Robert Louis Stevenson once said our coastline was "the most magnificent marriage of land and sea on this planet."

The Bay is a rare oceanographic and "marine life" gem. Two ocean currents converge here; the water is deep and also shallow; the shore is sandy and also rocky; it is a big catcher's mit; it is known for a fishing and growing recreational fleet. Universities have recognized its potential - UCSC is developing a marine life laboratory; Stanford has been here for years with a marine sciences laboratory; five California colleges have formed a consortium for marine research and study at Moss Landing; the Naval Postgraduate School uses the Bay and it graduates more oceanographers than any other university.

We who have the privilege of living near Monterey Bay feel a special responsibility to protect and preserve the Bay and its environs. Only a few years ago Humble Oil Company applied to construct a multi-million dollar modern oil refinery near Moss Landing. There was no legal reason to deny its application.

But the people of our area expressed such a sincere desire that such a refinery be located elsewhere that Humble recognized the citizen concern for conservation and respected their judgment.

I believe that in that time frame, no other county in our nation would have turned down such an industrial and tax plum. Today perhaps many more would. But Monterey County again led the way in diligently trying to protect one of our most valuable and unique natural resources.

We believe even more strongly today. We have worked too hard, sacrificed too much, care too much to retreat.

Monterey may be one of the few remaining unpolluted Bays of deep water ports along our Pacific coasts. Keeping it this way can benefit every citizen - not just those of us who live nearby. Our planet needs a few Bays that are relatively pollution free.

We understand the need for oil refineries, and for oil tankers, and for supertanker ports and tank "farms." But, as Humble found another satisfactory location, we hope and believe that more satisfactory locations for needed supertanker ports can and should be found.

Other industries near our Bay have spent millions of dollars to repair damage and to restore our air and land environment to

its unpolluted state. We are grateful for their obvious industrial sensitivity to social, esthetic and ecological conditions. Moss Landing and Estero Bay in San Luis Obispo County, may be physically or geologically capable of accommodating a super oil tanker port: but we believe the esthetics, the potential risk of damaging the unpolluted water environment and marine life, the essentiality of preserving portions of our planet free from risky industrial development or pollutant accident must be just as seriously considered and as heavily weighted as the depth of water close to shore.

In a living society, in a community that looks to the future with a sense of responsibility for posterity as well as an obligation to support today's demands for energy, lubrication and petrochemicals, our unspoiled, undamaged, undeveloped areas need protection.

We believe that we in our area can best discharge our obligations and responsibilities for today's needs and tomorrow's inhabitants by protecting our natural resources, particularly our unique and precious Bay. Our conservation contributions will one day be as greatly and as gratefully appreciated as the industrial and oil tanker porting contributions of other more developed places.

Some observers, perhaps some in our Corps who must make the recommendations for the location of these supertanker ports, may consider our arguments as "subjective" and "emotional." That is what some of our opponents used to claim as long as 18 years ago. But I can't tell you how many of our original opponents have told me lately how grateful they are that we stuck to our guns. I can't tell you how many newcomers have moved here for business and personal reasons simply because we paid attention to and evaluated these esthetic and environmental considerations in objective and rational ways years ago.

We hope you will follow our lead today.

I urge you to recommend that a super oil tanker port be located at a site other than Estero Bay or Moss Landing.

Thank you.

STATEMENT BY
ASSEMBLYMAN BOB WOOD (R-MONTEREY COUNTY)
OPPOSING THE LOCATION OF DEEP WATER OIL TANKER PORT
IN MONTEREY BAY

Colonel Lammie and Members of the Workshop Group:

First, I would like to thank you for permitting me, other governmental officials, and concerned citizens from Santa Cruz and Monterey counties the opportunity to meet with you regarding the possibility of locating an oil tanker port facility in Monterey Bay.

As I am sure you are all aware, the feeling in our community is strongly opposed to this type of facility in Monterey Bay. We realize that our underwater canyon is a unique feature, but we want to use this canyon to make the Monterey Bay area a center for the marine sciences, not a location for heavy industry. Presently located in Monterey is the Navy's Fleet Numerical Weather Station, the Naval Post Graduate School, Stanford Universities Hopkins Marine Station, the State College's Moss Landing Marine Laboratory, and several other facilities that have located along Monterey Bay because of the unique environmental and ecological features of Monterey Bay. To try and turn our area into an oil port and an area for heavy industrialization will be contrary to the public policy of the Monterey Bay communities. The Monterey Bay area is known worldwide for its great beauty and the effort that has been made by the local citizens to preserve that fragile beauty which could be destroyed if Monterey Bay is turned into an oil port.

During my last year on the Monterey County Board of Supervisors and my first year in the Legislature in 1969, we carried the feelings of Monterey and Santa Cruz county to the State Legislature. In 1969, a bill known as the Grunsky-Wood bill was passed which banned any and

all oil drilling in Monterey Bay. The bill was passed by the Legislature and signed into law by Governor Reagan. In all of the debate on that bill, there was never a word from a single citizen in Monterey or Santa Cruz counties against the bill. I think this is some indication that the people of our area are opposed to the heavy industrialization of the area.

The second point I would like to make today is concerning the safety from oil spills when talking about the super-tankers of the future. As you may know, I was a member of the Environmental Quality Committee that investigated the entire question of oil spills two years ago. It was just over 2 years ago in San Francisco that 840,000 gallons of bunker fuel escaped from the damaged hold of one of the vessels. This was just two years after the even more substantial spill which resulted from the off-shore well blowout in the Santa Barbara Channel.

At our hearings, we reached some conclusions which I believe are still probably true today.

1. The state of the art of clean-up technology is such that early containment and prompt cleanup may not be expected under the conditions in which major spills are likely to occur.

2. There is virtually no positive control over vessel traffic along our coast or in the harbors and inland waterways. The administration of vessel traffic is in a state of anarchy.

3. Government and industry have not devoted sufficient attention to the safe storage, handling, transfer and disposal of hazardous materials, including oil.

4. Finally, the design and construction characteristics of present and future tanker vessels promote rather than reduce the possibility of spillage of oil.

Since the deepwater port will be designed to accomodate the new and coming supertankers, I would like to digress a little bit and talk about this new development. The two tankers that collided in San Francisco were T-2 tankers, built on the order of 17,000 deadweight tons. In the last 17 years, 9 different ships have laid claim to being the world's largest tanker---one tanker held the record for only 7 days. One of the largests tankers today is the Universe Ireland; which measures out at 326,000 deadweight tons. It can carry 2,513,588 barrels of oil. That translates out to 105,570,696 gallons of oil--110 times the amount of oil which spilled into the San Francisco Bay as a result of the collision. There are presently 11 ships of this size on order or under development, and there is 1 which will be over 400,000 deadweight tons. Each year they keep getting bigger and bigger. It is the increasing size of these vessels that requires you gentlemen to search for deeper ports.

Some people have said that the bigger tankers will mean fewer tankers, thus less chance of a collision. But let me remind you of the testimony given by the Union Oil Company to our hearing. Their representative said, and I quote "The increase in tanker size for a given volume of oil should reduce the exposure to accident simply because fewer ships will be needed. However, demands for petroleum are increasing at a rate tending to cancel this improvement."

Some people have said that the bigger tankers and the new designs will mean greater safety from oil spills. But let me remind you of the testimony from the Batelle Memorial Institute that found and I quote "from the late 1950's until the present, tanker design evolved through a number of important changes, all directly related to reduced cost of construction and operation." -- not safety.

The supertankers also present a special hazard because of the difficulty in getting them to stop. Captain Edward F. Oliver of the United States Coast Guard described for our committee the difference between a conventional tanker and a supertanker as they relate to control characteristics :

"While a T-2 tanker of 17,000 tons can come to a 'crash stop' within 1/2 mile in five minutes, the straight-line stopping distance for the 200,000 ton Idemitsu Maru is approximately 2.5 miles..and takes 21 minutes. By extrapolation for the 400,000 tonner on order, the straight-line stopping distance for a 'crash stop' would be four to five miles and would take approximately 30 minutes. During this period of backing full, the ship's master is unable to steer her or regulate the speed."

Those conclusions were supported by Dr. J. R. Paulling, Professor of Naval Architecture at the University of California in hearings before the Assembly Committee on Environmental Quality.

While the trend toward supertankers reflects an industrial concern for economy, the proper public concern is for safety.

It is my position, and one shared by the vast majority of people I represent, that the increased use of supertankers poses grave threats to navigational safety and enhances the possibility of catastrophic pollution of the seas and coastal areas by oil.

That is a position which is formally shared by the California Legislature and which is reflected by the passage of Assembly Joint Resolution 45 in 1971.

Several years ago, the people of the Salinas Valley joined with the people of Monterey Bay in opposing the location of a major refinery in Moss Landing.

That refinery finally located in the San Francisco Bay area. Our loss was our gain. That refinery has been one of the most prominent sources of stationary emissions pollution in the entire Bay area. We ask that you be sensitive to our felt desires. Any benefits to our area in terms of jobs or new industry would be infinitesimal when compared to the possibilities of a major oil spill and the destruction of one of the most ideal natural settings in the world.

We would ask that you delete Moss Landing from your list of potential deepwater port sites.

BOARD OF SUPERVISORS

COUNTY OF SANTA CRUZ

GOVERNMENTAL CENTER

701 OCEAN STREET SANTA CRUZ, CALIFORNIA 95060

(408) 425-2201

DAN FORBES
(BRANCIFORTE-SOQUEL)

DALE H. DAWSON
(APTOPS)

PHILIP W. HARRY
(SEASIDE)

HENRY J. MELLO
(PAJARO)

J. PATRICK LITEKY
(SAN LORENZO-SCOTTS VALLEY)

March 20, 1973

STATEMENT TO WORKSHOP ON DEEPWATER PORT FACILITY AT
MOSS LANDING ON BEHALF OF SANTA CRUZ COUNTY BOARD OF
SUPERVISORS

BY SUPERVISOR PHILIP W. HARRY

The Board of Supervisors of Santa Cruz County has delegated me to appear at this workshop to express their opposition to locating a deep-water port facility at Moss Landing.

Santa Cruz County is located, as you know, at the Northwest end of Monterey Bay. The Bay is one of the few West Coast areas having exceptional biotic richness and diversity. Several areas which are close to Moss Landing contain marine ecosystems which are particularly significant. These are Elkhorn Slough, Monterey Peninsula, Point Lobos and Carmel Bay. At least four species of rare marine organisms are found in the Moss Landing/Elkhorn Slough/South Santa Cruz County vicinity. Within Santa Cruz County itself, the Pajaro River Mouth is a significant area for pelicans, for shore birds and for other migratory wild life. In addition, the Parks, Recreation and Open Space Plan of Santa Cruz County

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Deepwater Port Facility at Moss Landing

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indicates the location of seventeen coastal wetland areas in the County which are important in the life cycles of various species of birds and anadromous fish.

These areas and resources of the Bay are presently being used by man as well as by birds and the marine species. There are three major marine biology research stations in the Monterey-Moss Landing vicinity. Monterey Bay is also a major California scuba diving area. Several commercially important marine species including kelp, spiny lobsters, abalone, and sport fish are found in the Bay and support the local economy.

I mention these resources and uses as background to our specific reasons for opposing a deepwater port at Moss Landing. We believe that such a port will produce adverse aesthetic, environmental and economic impacts on the entire coastline from Santa Cruz to the Monterey Peninsula. The oil tankers and the unloading facilities would be visible from the entire coastline. In addition disastrous oil spills and liquified natural gas spills can easily occur from ships and from bulk-transfer facilities. Massive spillage from a collision between two super-tankers could pollute the entire Central California Coast with the heaviest concentrations in Monterey Bay. Petroleum is very persistent in marine and intertidal environments. It does not break down chemically, and petroleum is extremely destructive to small marine organisms, fish and wildlife. The resources of the area mentioned earlier could be destroyed by a spillage.

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Oil is very difficult to contain and to clean-up. Massive oil slicks disperse rapidly and cannot be contained in heavy seas. Some authorities on ocean currents indicate that pollutants spilled up to six miles offshore will be carried by currents into Monterey Bay. Once in the Bay, it is said they will persist because of circular currents and the absence of flushing within the Bay. One current system moves directly from Moss Landing/Monterey Canyon area toward the Santa Cruz County coastline. Although oil is our greatest concern in this respect, we are aware that the Bay will be polluted by other material, including ship wastes, wastes from harbor facilities, and other related sources.

An oil spill would be disastrous to the State and County beaches in the area. It would destroy marine life and birds. And it would certainly have an adverse effect on our commercially important tourist industry.

We are also concerned about the impact on Santa Cruz of the facilities needed to transfer, process and transport oil petroleum products. These would include docks, bulk transfer apparatus, refineries, power plant expansion and distribution pipelines. These are the inevitable concomitants of a deepwater port facility. They would induce urban-industrial development in surrounding areas, including the Southern portion of Santa Cruz County. Such development would produce secondary impacts which we do not want. These include increased waste discharge into Monterey Bay, air pollution, and increased demands upon local roads and utilities. It would

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be left to the local jurisdictions in the area to devise solutions to these problems. We believe that it is more rational to express our opposition at this time in the hope that we will be heeded and that we will not be expected to devise solutions to a problem not of our creation. We are hopeful that the deepwater port facility will not be built at Moss Landing.

PRESENTATION TO THE CORPS OF ENGINEERS
March 21, 1973
by
E. W. DeMars
Monterey County Director of Planning

The purpose of this presentation is to inform the Corps of Engineers that the Board of Supervisors of the County of Monterey opposes the use of Monterey Bay as a deep water port for super tankers.

In the way of background, Monterey County has long been identified with positive and progressive planning. This has been evidenced by the many techniques developed to retain the Monterey County atmosphere. This includes successful State legislation to establish an oil well sanctuary in which submerged lands may not be leased for oil or gas removal purposes in all of the county's offshore waters under State control.

Monterey County is convinced that it will be to the long-range benefit of the State and nation, as well as Monterey County, to have an unpolluted offshore water condition. We are further convinced that the highest and best use of the offshore waters of Monterey and Santa Cruz counties is a living biological laboratory and marine science center. This is based on the unique characteristics of Monterey Bay which has the only major submarine valley on the Pacific Coast and one of the few in the world with a depth of 6,000 feet within seven miles and 12,000 feet within seventy-five miles offshore. Because of their great natural beauty and special ecological significance, the waters and related land areas are an invaluable natural resource on the California coastline. For your background consideration I am attaching a copy of the report entitled Documentary Material Supporting Legislation Toward the Preservation of Monterey Bay. Although prepared for another purpose, it is felt that the information included will be of value to you.

In closing, Monterey County is certain that the use of Monterey Bay as a deep water port for super tankers would degrade the Monterey Bay waters and be in conflict with the continuing position of Monterey County to protect the natural qualities of the offshore waters.

LEAGUE OF WOMEN VOTERS
OF SANTA CRUZ COUNTY

March 19, 1973

District Engineer
U.S. Army Engineering District, San Francisco
100 McAllister Street
San Francisco, California 94102

Dear Sirs:

The League of Women Voters of Santa Cruz County is opposed to the development of a deepwater port at Moss Landing. Our consensus position on land use includes:

Support of land use which promoted orderly growth, preservation of aesthetic values, and conservation of natural resources and assets unique to the county.

Conservation of areas for the protection and enhancement of wildlife.

Even though the proposed development is not in our county, any factors which affect Monterey Bay will also closely affect the shoreline of Santa Cruz County. Our economy, like that of the Monterey Peninsula, rests heavily on tourism. A deepwater port would produce new urban development in an area which is valuable undeveloped; would produce the strong probability of periodic oil pollution of our many miles of beach; would increase the amount of air pollution; and would probably destroy one of the most unique ecological areas of the Bay shoreline. Therefore we feel that such a deepwater port, even though not in Santa Cruz County, would endanger our scenic and recreational assets.

We also feel that, besides directly affecting air and water quality, such a port would induce a growth 'explosion' which would be reflected in greatly increased traffic, urban growth, and consequent air and water pollution, within Santa Cruz County. This county is now becoming aware of the problem of uncontrolled growth and beginning to attempt to control its own growth in order to preserve the way of life its citizens desire. Such a port would make it increasingly difficult for this county to direct its own growth in an orderly way which preserves the natural assets it now prizes.

Sincerely,
Edna Hecht
Edna Hecht, President

MONTEREY BAY - A Possible Location for Petroleum Tanker

Product Transfer

Ventana Chapter, Sierra Club, covers the whole County of Monterey and has a membership of 1650. Members elect an Executive Committee of 9 members. This statement is made on behalf of that Executive Committee.

Ventana Chapter opposes the use of Monterey Bay as location for transfer of petroleum products from giant size to smaller tankers. The potential threat to the natural integrity of the area is sufficiently great that time and money should not be spent in study. Monterey Bay should be dropped from consideration. Our reasons are as follows:

1. State legislation has declared Monterey Bay a sanctuary, i.e., drilling for oil is prohibited. Having established this protection against potential oil pollution it would be inconsistent to approve the present proposal.
2. This proposal definitely poses a potential threat of oil pollution. Spillage, sooner or later, is caused by human or mechanical failure. The possibilities are many and include: - rupture of transfer lines by storms, high pumping pressures, weak spots in hose, deterioration of equipment, failure of valves, carelessness of operators.
3. Effects of an oil spill in Monterey Bay: -
 - a. The southern part of the Bay comprises part of the habitat of the rare and highly protected southern sea otter. The coat of this mammal is its protection against cold. Oil on the coat would destroy insulation properties and would kill the sea otter.
 - b. Ano Nuevo at the northern part of the Bay is a habitat of the comparatively rare elephant seal. Oil covered beaches could cause great damage to this animal.
 - c. The entire coastline of the Bay is a recreation area, - for

surf fishing, clamping, beach walking, water skiing and swimming,- activities enjoyed by thousands of residents and visitors. Oil on the beaches would endanger these activities.

d. There are four marine biological study centers located in Monterey Bay. These are: -

Hopkins Marine Station

U. S. Naval Postgraduate School

Moss Landing Marine Laboratory

University of California at Santa Cruz

Marine research conducted by these institutions is most important.

It is essential that such research be conducted in unpolluted waters.

In 1965 Humble Oil Company attempted to build a refinery at Moss Landing. The public outcry against the proposal reverberated across the country. One of the objections raised was potential oil spills from tankers bringing in crude and taking out finished products. Public opinion resulted in abandonment of the project.

The present proposal,- if it materializes,- will generate a similar public outcry. The proposal should be dropped.

American Association of University Women

SALINAS, CALIFORNIA 93901



717 Marion

SALINAS BRANCH

March 17, 1973

U. S. Army Corps of Engineers
100 McAllister Street
San Francisco, Ca.

Gentlemen:

The Salinas Branch of the American Association of University Women, by vote of its Executive Board and the general membership, wishes to express its opposition to the proposal for development of a deep water port for super tankers in the Monterey Bay.

The high risks to the environment that such a port would present are well known to us through the unfortunate experience of other areas. The physical and recreational assets of Monterey Bay are too precious to chance their destruction.

The shallow water estuaries of the Moss Landing-Elkhorn Slough area play a vital role in the ecology of many species of flora and fauna. These marshland areas lie on the western flyway of migratory birds and are a necessary link in their journey between north and south. The potential destruction of these shallow water areas by an oil leakage, for example, would therefore spell disaster not only for local inhabitants of the marshy area, but would effect migratory species as well.

The recreational benefits provided by the Elkhorn Slough area are also too valuable to risk their loss. The areas of shell fish digging could be eradicated by the pressures of development which would accompany the establishment of a deep water port. And water sports become unpleasant and unsafe in a busy harbor area.

The economic feasibility of a deep water port on Monterey Bay seems marginal at best. The underground water supply in that area of Monterey County already suffers from overdraft and salt water intrusion. Where would the large amounts of water necessary to the development of a port complex come from? And what proportion of our finite amount of open space would disappear under the construction of port facilities?

In the last decade we have learned of the extreme difficulty of undoing past mistakes. It is through foresight and with grave concern for the integrity of our local environment that the

U. S. Army Corps of Engineers March 17, 1973 Page 2

Salinas Branch of the American Association of University Women
opposes any proposal for a deep water-super tanker port in
Monterey Bay.

Thank you for your attention.

Sincerely,

Mrs. George Kuska

(Mrs. George Kuska)
President, Salinas Branch AAUW

California Association of Environmental Health Administrators

March 21, 1973

U.S. Army Engineer Division
South Pacific
630 Sansome Street
San Francisco, California

Gentlemen:

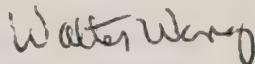
I am speaking tonight on behalf of the California Health Administrators Association. This organization consists of every director of environmental health of all the county health departments and city health departments in California. This group is not unfamiliar with Monterey County or Monterey Bay for they have met annually at the Asilomar.

We wish to bring to your attention our concern of the possibility of developing a deep water port for super tankers in the Moss Landing area. Presently, this area does not have an adequate sewage disposal facility for any type of development nor is there adequate domestic water supply. In fact, there is a problem of salt water intrusion in the wells in the area.

Elkhorn Slough and the coastal area of Moss Landing are prime shellfish recreational areas. Elkhorn Slough is already posted as unsafe for obtaining shellfish due to contamination. The coastal beach areas are very popular for water contact sports as well as fishing. The developing of a deep water port with super tankers would have an ecological effect upon the scientific values of Elkhorn Slough. However, one of our major concerns is the possibility of a large oil spill that could effect these recreational areas.

Thus based on the fact of inadequate sewage water facilities as well as the danger of damage due to oil spills to recreational areas of Moss Landing, the Association of California Environmental Health Administrators go on record as opposing your consideration of Monterey Bay as a deep water port for super tankers.

Very truly yours,



Walter Wong
Chairman of Public Relations for State-Wide Assn.
Secretary of San Francisco Bay Chapter

WW:mc



12 March 1973

Col. J. L. Lammie
District Engineer
San Francisco District, CE
Department of the Army
San Francisco, California 94102

Dear Sir:

This responds to your Notice of Workshops, SPNRD-N dated 28 February 1973.

The California Wildlife Federation, an affiliate of the National Wildlife Federation, has great interest in the West Coast Deepwater Port Facilities Study. Our interest is directed toward preservation of the remaining estuarine areas in California and protecting the marine ecology of the coastline.

We do not at this stage of your studies take a position that no facility should be developed. We urge however that the Corps not consider developments on undeveloped portions of the coastline.

The California Wildlife Federation will be represented at the Salinas workshop by Mr. Ernie Kelley, an officer and Director of the Federation. Even at this early stage of your deliberations we urge that the Moss Landing site be eliminated from further consideration. Mr. Kelley will inform as to the reasons for this position.

We fully understand that the Corps is proceeding under a directive from the Congress. We wish to assist in this effort and if the study develops the unquestionable need for a facility, one should be selected having the least adverse affect on the coastline and its natural resources.

Very truly yours,

H. R. Hochmuth
H. R. Hochmuth
President

WEST COAST DEEPWATER PORT
FACILITIES STUDY
Reported by Mr. Ernie Kelley
Monterey County Director
California Wildlife Federation
March 21, 1973

It is an established Policy of the California Wildlife Federation to support efforts to bring additional lands for Waterfowl habitat into public ownership.

Of the original 5-million acres of wetlands in California utilized by wintering waterfowl only about 500,000 acres now remain. The Elkhorn Slough, involved in this deepwater port study, is in it's entirety a part of that acreage.

This Estuary is recognized, by the California Wildlife Federation Policy, for retention as a spawning rearing and nursery area for a large sector of our ocean fisheries resources as well as a shorebird sanctuary. In fact, it is known quite widely as the womb of the California coast. One particular specie of shorebird is found only in this Central California coastal area.

The area is well known for it's productiveness in shellfish culture and comes under the management program of the California Fish and Game Commission.

For many years individuals and organizations affiliated with the California Wildlife Federation have cooperated with Water Quality Control Boards, Governmental agencies, environmentalists and Public Health Departments to maintain pollution control in this body of estuarine waters to protect and enhance this fishery resource. It has been under quarantine against human consumption and is gradually being improved to the point where it is hoped the quarantine can be lifted and resumption of the development of this resource can be restored.

Additionally, this body of water serves as a recreational area for thousands of man-days of fishing annually, particularly for boaters from the Central California area and as far away as San Francisco and Los Angeles.

March 21, 1973

U. S. Army Corps of Engineers
100 McAllister Street
San Francisco, California

Gentlemen:

The Natural Science Department of Hartnell College is strongly opposed to the development of Monterey Bay as a deep-water port for oil tankers.

We feel that the unloading of oil will undoubtedly produce oil spills. We are familiar with the results of spills in other parts of the world. Similar oil spills here could cause irreparable damage to Monterey Bay and in particular the unique environment of Elkhorn Slough, one of the few remaining unpolluted, natural sloughs along the coast of California. Elkhorn Slough and Monterey Bay serve as living laboratories to three nearby marine biological laboratories, three community colleges and more than a dozen high schools in addition to several elementary schools.

Not only would the inhabitants of the surrounding marine environment be in danger of succumbing to damage from oil spills but they would also have to contend with the construction and activity which is concomitant with such forms of "progress." In the lower reaches of Elkhorn Slough most marine forms would be uprooted from their living places due to dredging. The areas immediately surrounding the lower slough now serve as refuge and nesting sites for many species of marine birds. These sites would be lost and many of the birds would again resume the even more difficult task of finding a place apart from man. One of these birds, the Brown Pelican, is about to be placed on the endangered species list.

As scientists and as concerned citizens we see this potential ecological disturbance as a disaster--a disaster not only to the marine environment, but also to the people who live in the Monterey Bay area and to the people

March 21, 1973

U.S. Army Corps of Engineers
Page 2

who travel to the Monterey Bay area to enjoy the natural beauty of its unique marine environment.

Sincerely,

Raymond P. Puck
Raymond P. Puck

Richard Ajeska
Richard Ajeska

Edgar L. Yarberry
Edgar L. Yarberry

Victor S. Krinsley
Victor S. Krinsley

Larry Elder
Larry Elder

Bette H. Nybakken
Bette H. Nybakken

Jack A. Crawford
Jack A. Crawford



SALINAS

CHAMBER OF COMMERCE

March 21, 1973

Corps of Engineers
Monterey County Courthouse
Salinas, California 93901

Sirs:

The Environmental Committee of the Salinas Chamber of Commerce is concerned with national need in the face of dwindling energy supplies. The motivating force of industry must be maintained to insure continuous technological performance.

We feel, however, there are options to be considered with reference to possible siting of a deep draught super-tanker port and a major oil terminal in the Moss Landing Region.

Moss Landing Harbor as it now exists was created in 1946 by construction of the present shallow entrance channel into the estuary at Elkhorn Slough. The Slough, also shallow, is an intertidal coastal embayment draining 226 acres of inland watershed. The harbor has been solely developed for pleasure craft and small fishing boats.

It has no facilities in the form of sewage treatment plants, or adequate water supplies to support any major oil terminal development.

The region represents the last major estuary on the Pacific as yet unspoiled by man. The sheltered waters of the Slough provide a breeding ground for the small organisms forming the base of the food chain for our fisheries. The wetlands are used for feeding, breeding and shelter by the migratory wildfowl.

The entire region offers a unique marine science laboratory for study, and research with the potential for greater development of the natural resources of inner-space.

Although very little is known about the function of currents in Monterey Bay at the present time, it is known that they wash floating sewage on shore. Floating oil from an accidental spill could also end on shore in the Slough.

Monterey Bay is known throughout the world for its scenic beauty. The broad



expanses of beaches and rocky cliffs now have small burgeoning oceanside communities. These too, would be threatened with the potential of oil spills.

This is a region of recreational and aesthetic values. Creating a new nucleus of industrial development through a tanker port and oil storage terminal does not seem commensurate with present environmental use. Neither is it compatible with the use of the tax dollar when adaptable facilities may be found in harbor areas already industrialized.

Sincerely,



Ruth Andresen, Chairman
Environmental Committee

RA/la

cc: Dabritz

March 26, 1973

U. S. Army Engineer Division
South Pacific
630 Sansome Street
San Francisco, California 94111

Gentlemen:

This is a note of protest concerning your consideration of Monterey Bay as a possible super tanker port. It seems to me that we should preserve the few remaining areas of natural beauty unmolested by man's works. If you must have a tanker port, why not put it some place that is already fouled up with pollutants and overdevelopment? From what I have observed, the people of this (Monterey) area have not made a commitment to intensive development.

Sincerely,

N. F. Schneidewind
Dr. N. F. Schneidewind
Professor
2822 Racoont Trail
Pebble Beach, California 93953

MONTEREY PENINSULA AUDUBON SOCIETY

P. O. Box 746
Pebble Beach, Calif. 93953
April 2, 1973

Col. James L. Lammie
U.S. Army Corps of Engineers
100 McAllister Street
San Francisco, California 94102

Dear Col. Lammie:

Thanks to you and your staff for the excellent presentation given at the deep water port workshop in Salinas on March 21. You did a thorough job of describing the facts of America's energy problems, and yet thoughtful and courteous attention was given to all the local citizens who spoke on the subject.

On behalf of the 500 members of the Monterey Peninsula Chapter of the Audubon Society, I wanted to reiterate my remarks at the meeting on our deep concern about the dangers of locating a tanker terminal in the vicinity of Monterey Bay. As you know, Monterey Bay and the coastline to the North and South of it represent a priceless and irreplaceable treasure of wildlife and still largely unspoiled natural beauty. The location of a tanker terminal in Monterey Bay would pose a grave and unacceptable threat to the future of these natural treasures----the loss of which could not possibly be compensated for by any form of monetary gain.

We believe that other West Coast areas which are already engaged in heavy industry and oil tanker operations would be better suited for the purpose.

We ask that our views be considered in your final report. In the meantime, if we can be of any assistance in supplying further information about the area to you and your staff, or the Batelle Institute for their environmental study, please don't hesitate to contact us.

Sincerely,

Lincoln E. Gould
Lincoln E. Gould



ATTACHMENT E

SAN FRANCISCO WORKSHOP

March 26, 1973

Colonel J. L. Lamie
District Engineer
San Francisco District, Corps of Engineers
100 McAllister Street
San Francisco, California 94102

RE: Corps of Engineers West Coast Deepwater Port Facilities Study

Dear Colonel Lamie;

It is generally accepted that current demand for petroleum is greater than domestically available supply. One method of dealing with this problem is to increase the supply of petroleum by increasing imports from Alaska or foreign sources. This solution only considers the supply side of the problem and does not consider ways of restricting demand for petroleum or the effects that increasing the supply of petroleum might have on future demand. The Corps of Engineers West Coast Deepwater Port Facilities Study seems to accept this supply oriented solution as optimum. Consequently, the validity and credibility of any findings produced by the Study and similar studies on other coasts are open to serious question.

Similarly, it would seem that the most basic questions are not the supply questions of how to bring the supply of petroleum into balance with demand or where to locate West Coast deepwater port facilities. More basic questions would seem to be How can the market system help to solve the "energy crisis"?, and more specifically Will the use of supertankers help to solve the "energy crisis"?

Arguements for the use of supertankers are usually presented in terms of efficiency and the corresponding economies of scale that will be passed onto consumers of refined petroleum products in the form of lower prices. Assuming this to be true, the use of supertankers would, therefore, seem to be in conflict with serious efforts to solve the "energy crisis". If prices of refined petroleum products are decreased, little incentive will exist to reduce energy consumption. In reality, lower prices for petroleum products would be incentive to increase energy consumption, thereby registering a greater demand for an already scarce resource. The current "energy crisis" would not be alleviated, but would be continued at a higher level of energy consumption.

Corps of Engineers Study efforts to date seem to support the thesis that what has been described as an "energy crisis" is really an "energy industry crisis" defined in terms of energy industry interest and not the public interest. If adequate supplies of petroleum are not available for demand projections of the energy industry, the future existence of many of these industries might be in doubt.

The conspicuous absence of arguments relating to the environment is intentional. I am certain you are aware of most all of these and are probably tired of hearing the same ones over and over again. However, all these arguments seem to beg a larger question and seldom address themselves to the "energy crisis". If it can be proven that the use of supertankers does not help to solve the "energy crisis" defined in terms of the public interest, then the decision of where to build a deepwater port has been answered without considering related environmental problems. If supertankers are not needed, then deepwater ports are not needed.



Jack Knecht
231½ Oregon Street
Berkeley, California 94705



FRIENDS OF THE EARTH

529 COMMERCIAL SAN FRANCISCO CALIFORNIA 94111

STATEMENT OF CONNIE PARRISH California Conservation Representative, Friends of the Earth

Before a public meeting sponsored by the U.S. Army Corps of Engineers, March 26, 1973, in San Francisco, Ca., regarding the development of deep water port facilities in San Francisco Bay or at off-shore locations.

Friends of the Earth wishes to go on record in favor of the protection of San Francisco Bay and the California coast. We are therefore opposed to ~~the~~ ^{the intention of} ~~the Army Corps of Engineers to construct~~ deep water port facilities for giant supertankers in the Bay or at any off-shore location along the Pacific coast.

Conservationists worked for years for legislation to protect the California coastline from inappropriate development and were finally successful last November when they took Proposition 20 to the people. Just last fall President Nixon visited San Francisco to dedicate the new Golden Gate National Recreation Area which placed 34,000 acres of federal, state, and private coastal land under permanent federal protection.

These victories for the wise use of our precious coastal resources and for the pleasure and recreation of thousands of Bay Area residents and visitors would be placed in constant jeopardy from the ominous threat of oil pollution should 250,000-ton supertankers be allowed to make crude oil deliveries in our harbors or off the coast.

The early morning collision of the Oregon and Arizona Standards off the Golden Gate - which dumped more than 800,000 gallons of oil - is but a bitter drop in the bucket compared with what we can expect from a similar accident involving a supertanker. A 250,000-ton supertanker is 15 times the size of those that caused the San Francisco disaster. They have a greater volume and are much larger than the Bank of America building. They are eleven hundred feet long and are so unwieldy that if the captain sees trouble ahead while going full speed, it will take him a half an hour and 10 miles of water to come to a complete stop.

more



Friends of the Earth is one of the plaintiffs in a lawsuit to stop construction of the proposed trans-Alaska pipeline with its marine tanker route from Valdez on down the Pacific coast. During hearings on the case, marine biologist Thorton Calvin submitted an affidavit to the District Court of Washington, D.C., pointing out that if a spill occurred while loading one of these giant tankers at Valdez, the oil could pollute 3,000 miles of coastline, from Prince William Sound in Alaska to Point Conception in California.

It would only be a question of when and where a massive spill would take place, not if.

The regional Coast Guard office told me last Friday that they receive an average of one report a day of oil spilled within the boundaries of their jurisdiction, from the Oregon border to roughly San Luis Obispo. About 100 are reported in a quarter. In 1971, 386 spills were reported; 200 were confirmed. The total volume of oil spilled during 1971 was estimated at 909,000 gallons.

In 1972, there were 454 reported spills and 419 confirmed, but with no major spills (over 10,000 gallons) the total volume of oil spilled was only 19,300 gallons. We have not been so lucky this year, however, for the spill in the Oakland estuary in January by itself accounted for 170,000 gallons.

Nationwide Coast Guard statistics give us little comfort. In 1970, they recorded 3,335 oil spills or a total of about 15 million gallons of oil spilled in our lakes and coastal waters.

A supertanker could dump up to 80 million gallons of crude oil in a single spill.

It is clear that we are very good at inventing elaborate and dangerous ways of getting oil out of the ground and moving it around the world, but so far we have failed to devise a technology able to cope with our errors.

Thousands of Bay Area residents still remember the spectre of dead birds

MORE

and oil-soaked beaches after the San Francisco oil spill and the glaring inadequacy of our cleanup technology. Bales of straw, hastily constructed booms, vacuum cleaners. It was like using a broom to clean up after an atomic explosion.

Last year the Environmental Protection Agency announced plans to construct an "artificial ocean" - complete with its own wave making machinery - to test equipment for cleaning up spills of oil. EPA's "artificial ocean" is not scheduled to be completed until May of this year. Testing has not even begun. The state of the art is still at the "we don't know what we're doing" stage.

We do not believe that the oil companies should be allowed to conduct their own "tests" with 250,000-ton supertankers until they have developed a technology to clean up after themselves.

Friends of the Earth contends that the development of deep water ports in internal harbors or at off-shore locations should not proceed until basic questions of need and environmental effects have been fully considered. There are now three bills before the Congress to determine various aspects of deep water port regulation. We do not yet know if they are necessary or feasible, and if they are, who should regulate them. Until we have answers to these and other questions, we should not continue to go full speed ahead without knowing where we are going.



FRIENDS OF THE EARTH 529 COMMERCIAL SAN FRANCISCO, CALIFORNIA 94102

April 5, 1973

Col. James L. Lammie
District Engineer
U. S. Army Engineer District, San Francisco
Corps of Engineers
100 McAllister Street
San Francisco, Ca. 94102

Dear Col. Lammie:

I would like to request that the enclosed material be added to the hearing record of the San Francisco Workshop of the West Coast Deepwater Port Facilities Study.

Thank you.

Sincerely,

Connie Parrish

Connie Parrish
California Representative

TESTIMONY OF ROBERT M. HALLMAN AND
ELDON V. C. GREENBERG ON BEHALF OF
SIERRA CLUB, ENVIRONMENTAL DEFENSE FUND,
NATIONAL RESOURCES DEFENSE COUNCIL,
NATIONAL PARKS AND CONSERVATION ASSOCIATION,
ENVIRONMENTAL POLICY CENTER, AND
FRIENDS OF THE EARTH ON S. 80
PRESENTED ON MARCH 6, 1973 BEFORE THE SENATE
COMMITTEE ON COMMERCE

Summary of Positions

The basic positions set forth in the testimony are as follows:

- (1) Offshore development of deep water ports, powerplants and airports, should not be permitted to proceed (a) until fundamental questions of need and environmental effects are resolved and (b) until a coordinated policy approach to development of the coastal zone is established;
- (2) Any deep water port development which is undertaken should proceed cautiously and perhaps be limited to a pilot project in the first instance;
- (3) Since only a limited number of deep water port facilities appear ripe for consideration within the near term, it may be appropriate to have specific legislative approval for each facility, rather than leaving this determination to an agency;
- (4) There should be overall planning and coordination, through a single federal agency, of deep water port development;
- (5) State and regional authorities should be involved in the planning process and any deep water port project should be subject to their approval on land use planning and environmental grounds;
- (6) There should be a uniform scheme of regulation of deep water port development applicable to such development whether it occurs within the territorial sea or on the Outer Continental Shelf;

(NOTE: Full statement on file in San Francisco District)

- (7) Financing, ownership and charges for use of deep water port facilities should be subject to governmental regulation;
- (8) Authority to regulate vessel design and provide for vessel traffic services and port systems should be extended to deep water port facilities constructed outside the territorial sea;
- (9) Deep water port facilities should be located off shore and at a substantial distance from bays and estuaries; and
- (10) Transport of oil from offshore terminals must be accomplished by buried pipelines rather than small tankers and barges.

In light of these positions, we then evaluate and criticize S. 80. Most importantly, we suggest, among other matters, that NOAA may not have the capability to evaluate design and construction standards for offshore terminals, that the bill does not focus effectively on operational hazards from deep water port facilities, that the bill focuses too narrowly on environmental effects on the marine environment and does not provide for evaluation of landside secondary impacts, that it fails to provide for meaningful participation by state and local authorities, that it excludes without justification offshore oil drilling facilities from the scope of its regulation, and that the standards which it establishes for certification may, by implying a balancing standard, undercut the statute's primary purpose of environmental protection.

WEST COAST DEEPWATER PORT FACILITIES STUDY... SAN FRANCISCO CORPS OF ENGINEERS
Workshop, March 26th 1973

Speaking for the Boilermakers and Iron Shipbuilders Union, the Bay Area Metal Trades Council and the City and County of San Francisco Mayor's Committee on Ship Repair and Construction, I, Herman L. Solomon, a locally unemployed shipbuilder and Vice-president of Lodge #6, appeal at this workshop for assignment of construction of the Deepwater Port Facility to central San Francisco Bay.

NEED

- (1) Our overriding concern is for JOBS for our members, unemployed and underemployed, for the minorities and for the youth now denied entry into an industry which could utilize the talents of those with experience, and provide gainful employment for many now being supported by our tax dollars.
- (2) We have in this port, the shipyards, the ship repair facilities, the marine supply firms and even the only drydock on the West Coast capable of drydocking the supertankers.
- (3) ~~the~~ The supertankers are coming, and coming fast! Standard Oil of California itself is building 28 tankers, while other giant American-based international oil companies are building supertankers all over the world. Even our San Francisco-based Pacific Gas and Electric Company is planning to build a fleet of Liquid Natural Gas tankers to augment our diminishing local supply.

(4) It is true that the people of this country use more energy per capita than any other people in the world. It is also true that some 25-percent of the total petroleum requirements for our country is supplied from foreign sources, and that with the demand increasing as rapidly as it is, that there must be a shift toward the use of fossil fuels, to make up for inadequacies in hydro-power and the decline of our natural gas supply.

It follows, then, that we have but two courses to pursue: Either we develop---and quickly---the use of nuclear energy to satisfy our needs, or we must look toward the largest source of petroleum energy outside Saudi Arabia---that is, the North Slope of Alaska.

(5) The people in my industry are convinced that the installation of a Deepwater so-called superport in the harbor of San Francisco could be accomplished with full consideration for the Bay's ecology and the future of its environment.

We know that such a port is inevitable--the questions are where and how.

Where should be in San Francisco Bay, in order that we can have the advantage of servicing and repairing these ships, and the economic help that our industry so desperately needs.

How should be the primary question before this group. In my opinion the San Francisco Bay area could show the rest of the country---in fact the rest of the world---that industry can live with the changes in our ecology, can provide industrial needs without destroying the beautiful environment of nature, and can, at the same time, provide gainful employment for those of us who must have employment for the benefit of all.

I assure you that several studies have been made, and that these studies show that the delicate balance of nature, which is of such great concern to all of us, will be disturbed much less than at present, if we had a deepwater superport in San Francisco Bay.

In conclusion, I wish to stress that we can have the pollution-free environment that we all want, if we give ourselves the opportunity---and we can do this only by having industry develop new ways of supplying the necessities we all need and want. And, one of the new ways of providing this better way of life should be by building a deepwater superport in San Francisco Bay.

*Santa Clara and San Benito Counties
Building and Construction Trades Council*

LABOR TEMPLE - 2102 ALMADEN ROAD
SAN JOSE, CALIFORNIA 95125
TELEPHONE (408) 265-7643

17

FLOYD W. REED, President

U. E. (GENE) WITHROW, JR., Executive Secretary

Representative

HAND DELIVERED

March 23, 1973

Colonel J. L. Lammie, District Engineer
Department of the Army
100 McAllister Street
San Francisco, California 94102

Dear Colonel Lammie:

The Building Trades Council of the Santa Clara-San Benito Counties unanimously and wholeheartedly support the position for building the West Coast deepwater port facility in central San Francisco bay, taken by the Boilermakers and Iron Ship-builders, the Bay Area Metal Trades Council, and the City and County of San Francisco Mayor's Committee for ship building and ship repair.

We especially desire to associate ourselves with this major attempt to provide both jobs and maintain rational ecological goals in our outstandingly beautiful, natural setting.

We CAN set an example to the entire world! Lets build it here!

Sincerely



Floyd W. Reed
President

FWR:m
opeu#29afl-cio

Charted by
Building and Construction Trades Department, AFL-CIO
Affiliated with
State Building and Construction Trades Council of California
California Labor Federation, AFL-CIO • California Labor C.O.P.E.

BOARD OF PILOT COMMISSIONERS FOR THE BAYS
OF SAN FRANCISCO, SAN PABLO AND SUISUNDONALD WATSON, President
MORRIS WEISBERGER, Member
JOSEPH CERVETTO, Member

VIRGINIA DANIELSON, Secretary

World Trade Center, Room 321
San Francisco, California 94111
Telephone: 397-2253

March 30, 1973

Colonel J. L. Lammie
 Corps of Engineers
 San Francisco District
 100 McAllister Street
 San Francisco, California 94102

Subject: West Coast Deepwater Port Facilities Study

Dear Colonel Lammie:

The purpose of this letter is to convey our Commission's interest and support for the proposed construction of deepwater port facilities on the West Coast.

In addition to the growing demand for imported petroleum, the need for these facilities is particularly acute in the Bay Area due to the number of large refineries located here. The need is further underscored by the expectation that future super carriers of approximately 250,000 D.W.T. will be operating on the West Coast and will require that deepwater channels and port sites be made available to them. In view of their scheduled employment on such vessels, the projected facilities are also completely endorsed by the Bar Pilots for the Bays of San Francisco, San Pablo and Suisun.

As well as the domestic and economic advantages involved, our Commission favors the program from a standpoint of navigational safety. We definitely feel that the construction of the deepwater facilities will serve to promote marine safety in the Bay Area.

Sincerely,

BOARD OF PILOT COMMISSIONERS

Donald Watson
 Donald Watson
 President

DW/d

cc: The Honorable William S. Mailliard
 The Honorable Phillip Burton
 The Honorable Alan Cranston
 The Honorable John V. Tunney

LETTERS RESPONDING
TO THE
NOTICE OF INVESTIGATION



City of El Paso de Robles

"The Pass of the Oaks"

1030 SPRING STREET
POST OFFICE BOX 307
PHONE 238-1515

PASO ROBLES, CALIFORNIA 93446

January 2, 1973

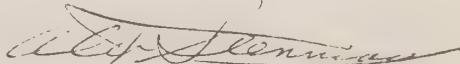
Department of the Army
South Pacific Division
Corps of Engineers
630 Sansome St., Rm. 1216
San Francisco, Ca. 94111

Gentlemen:

Thank you for your NOTICE OF INITIATION OF INVESTIGATION, dated January 31, 1973, in regard to vessels in excess of 250,000 deadweight tons now in use and the study now in process to determine future need, etc.

I am in complete accord with these studies and will furnish input from this area to your office as information becomes available.

Very truly yours,



ALEX STENMAN, C.E.
Director of Planning, Programming
and Community Development

AS:hb

410 Pine St #2
Capitola, Ca. 95010

February 3, 1973

Army Corps of Engineers
630 Sansom Street
San Francisco, Calif.

Dear Sirs:

I was informed this evening that you propose the movement of oil tankers on Monterey Bay. As a citizen here and someone who has loved the area for a long 20 years, I strongly protest.

To move oil tankers on our area of the beautiful ocean subjects it to possible oil spills like the one in San Francisco 2 years ago. Perhaps you have statistics that could show me that oil spills are a very remote possibility; but if it is a possibility at all, it's too much risk to take.

I have the distinguished honor

of living in one of the most beautiful areas in the world and I would hate to ever have to help clean up crude bunker oil and grieve for lost sea life again.

Furthermore, your other conspicuous effort for our area, the Santa Cruz Yacht Harbor, has not proven your ideas to be altogether trustworthy.

If the Yacht Harbor is a normal example of your ideas, then I would ask you all submit your ideas to other communities and concentrate your time and energy and money somewhere else. You've not done us any good deeds.

Sincerely,

Elizabeth A. Blake

NELSON F. GIBERSON

24 FRUITLAND AVENUE
WATSONVILLE, CALIFORNIA 95076

February 3, 1973

Commanding Officer
U. S. Corps of Army Engineers
South Pacific Division
100 McAllister Street
San Francisco, California 94102

Dear Commander:

At a conference meeting of The California Marine Affairs Conference in San Diego last fall I had the pleasure of discussing the Moss Landing Harbor District's deep draft harbor potential with Brigadier General Fink who was our speaker at the conference. At that time during our discussion General Fink briefly expressed to me the vital role that the Moss Landing Port was destined to share among Pacific Coast harbors in the future. He strongly stressed the importance of this role as being a major one.

It does not require much imagination to anticipate that an avalanche of critical comments will be directed to the U.S. Corps of Army Engineers arising from the latest proposal on the feasibility of barging cargo into the Monterey Bay, especially that of oil.

As a member of a pioneer family, as a harbor commissioner, and as a commercial fisherman, it is my studied opinion that in view of the urgent need for immediate and long range back-up systems of energy supplies, not only for the operation of the nation's economy, but for the security of our nation, any testimony considered on oil spills should be more than hearsay.

In the past twenty-five years of continuous off-shore trips out of Moss Landing Harbor I have never witnessed even the slightest evidence of an oil spill due to the discharge of oil cargoes in the Moss Landing area, although there is a very busy terminal served there by undersea pipelines.

Since the opening in 1947 of the Moss Landing Harbor by the U.S. Army Corps of engineers I have not heard of a single report from any commercial fisherman of an eye-witness spill in the discharging operation in the bay near Moss Landing.

In my opinion there no longer remains any excuse for the careless discharge of oil cargoes and I trust that an immediate priority study be initiated, not only in a fail-safe discharge system of oil supplies from cargo vessels, but a definite resolution to advance cargo discharge plans.

Yours very truly,

Nelson F. Giberson
Nelson F. Giberson

NFG:mle

Southern Pacific Land Company

One Market Street • San Francisco, California 94105 • (415) 362-1212
INDUSTRIAL DEVELOPMENT

IN REPLY PLEASE REFER TO

D. T. DAGGETT
MANAGER OF INDUSTRIAL DEVELOPMENT
D. S. GIBSON
ASST. MANAGER OF INDUSTRIAL DEVELOPMENT
P. ANACABE
R. N. ARRINGTON
V. M. RICHARDSON
ASSISTANTS TO MANAGER
OF INDUSTRIAL DEVELOPMENT
J. T. LYNCH
ASSISTANT INDUSTRIAL AGENT

GI-12145

February 5, 1973

Colonel James L. Lammie
Division Engineer
U. S. Army Engineer Division, South Pacific
630 Sansome Street
San Francisco, California 94111

Dear Colonel Lammie:

Thank you for the Notice of Initiation of Investigation, dated January 31, 1973, concerning the Corps of Engineers' study to evaluate the need, location, and facilities to accommodate deep draft ocean-going vessels along the West Coast.

We are pleased to know that this study is being undertaken. In our opinion, there is a real need for such an investigation. Our company is much involved in industrial development activities, therefore we recognize how few places there are on the West Coast where deep draft vessels can be accommodated. We know how few locations there are where the land needs of deepwater-oriented industries can be met. We are aware, too, that growing public concern about environmental improvement is causing further limitation on the availability of deepwater industrial sites.

There is great need, in our opinion, to develop reliable information on our nation's need for deepwater industrial sites, channel improvements and port facilities. This information is vital to intelligent evaluation of such questions as the energy shortage, balance of payments, foreign trade, economic development, and transportation needs.

Our company will be pleased to cooperate in this study by providing information regarding availability of railroad service to areas considered as potential sites for deepwater port facilities.

We also will be glad to furnish information regarding the 4500± acres owned by our company and National Steel Corporation in Solano County, in the vicinity of Collinsville, California. (About 4,000 acres of this land are held in an undivided ownership by Southern Pacific Transportation Co. and National Steel Corporation.)

Sincerely yours,

D.T. Daggett

try



PHILLIPS PETROLEUM COMPANY
Avon Refinery
Martinez, California 94553

February 5, 1973

Colonel J. L. Lammie
District Engineer
Department of the Army
San Francisco District, Corps of Engineers
100 McAllister Street
San Francisco, California 94102

Dear Jim:

We have your letter of January 31, 1973, regarding the investigation efforts by the Corps of Engineers on the San Francisco Bay Area In-Depth Study.

I have talked to Mr. R. Eng and Mr. G. Huggins on your staff concerning several subjects on deep water facilities.

The new terminal at Nova Scotia will take tankers with 90'+ draft. Following is the Nova Scotia terminal address:

Nova Scotia
Department of Trade & Industry Economics
Development Division
P.O. Box 456
Halifax, N.S.

When we receive material on Deep Water Port Facilities we will forward same to you.

Please feel free to contact me on the "In-Depth Study".

Sincerely,

Geo.

G. M. Dixon

GMD:am

cc: G. Huggins, U.S.A. Engrs., S.F.

MEMBERS

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COMMITTEE SECRETARY

California Legislature

Assembly Committee on Planning and Land Use

STATE CAPITOL
445-8366

PAUL PRIOLO
CHAIRMAN

February 5, 1973

District Engineer
U.S. Army Engr., Dist., S.F.
100 McAllister Street
San Francisco, CA 94102

Dear Sir:

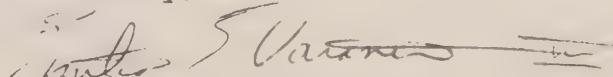
The Committee on Planning and Land Use of the California State Assembly is in receipt of your notice relative to your study to evaluate the need, location, and facilities to accommodate deep draft ocean-going vessels along the West Coast in the area between Bellingham, Washington, and San Diego, California. This study was commissioned by the Committee on Public Works of the United States House of Representatives.

The committee is highly interested in both the assumptions and policies regarding the study, the methodology used in developing the study and, most particularly, the results of the study.

We would appreciate being placed on any mailing list which would provide a constant source of information regarding the progress of your study and the committee would be interested in receiving all notices of public hearings in advance. Please mail notices to: Planning and Land Use Committee, State Capitol, Room 2016, Sacramento, California 95814.

Thank you in advance for your consideration.

Sincerely,



EMILIO E. VARANINI
Committee Consultant

EEV/aem

b6
b7c

BOARD OF SUPERVISORS

COUNTY OF SANTA CRUZ

GOVERNMENTAL CENTER

701 OCEAN STREET SANTA CRUZ, CALIFORNIA 95060

(408) 425-2201

DAN FORBES
(BRANCIFORTE-SOQUEL)

DALE H. DAWSON
(APTOPS)

PHILIP W. HARRY
(SEASIDE)

HENRY J. MELLO
(PAJARO)

J. PATRICK LITEKY
(SAN LORENZO-SCOTTS VALLEY)

February 5, 1973

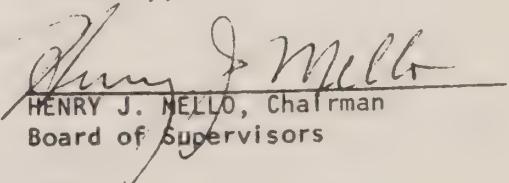
Department of the Army
South Pacific Division, Corps of Engineers
630 Sansome Street, Room 1216
San Francisco, California 94111

Gentlemen:

SUBJECT: NOTICE OF INITIATION OF INVESTIGATION OF DEEP
WATER PORTS

Your notice of January 31, 1973, on the above subject has been received by the Board of Supervisors. We have asked our Planning Department and our Port District to look into the matter and give the Board their recommendation for any action that should be taken. They will reply directly to you if no official action is required by the Board of Supervisors.

Sincerely,


HENRY J. MELLO, Chairman

Board of Supervisors

HJM/KB:ms

cc: Clerk of the Board of Supervisors
Each Supervisor
Planning Department
Port District

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—
CENTRAL VALLEY REGION

3251 S STREET
SACRAMENTO, CALIFORNIA 95816
PHONE: (916) 445-0270



6 February 1973

Division Engineer
U.S. Army Engr Div, South Pacific
630 Sansome Street
San Francisco, CA 94111

Dear Sir:

We have received your public notice regarding facilities to accommodate deep draft ocean-going vessels along the West Coast dated 31 January 1973.

This Regional Board has expressed its concern on a number of occasions regarding the deepening of the San Joaquin River channel to the Port of Stockton.

We would appreciate being informed of your activities in this regard and would be pleased to provide additional comments when we are provided with details of your proposal.

Sincerely yours,

Ja Robertson

JAMES A. ROBERTSON
Executive Officer

WHC/ics

cc: Paul R. Bonderson, Water Quality Division,
State Water Resources Control Board

LEAGUE OF WOMEN VOTERS
OF THE
MONTEREY PENINSULA
Box 1995
Monterey, California 93940

February 6, 1973

District Engineer
U.S. Army Engr Div, San Francisco
100 McAllister Street
San Francisco, California

Re: NOTICE OF INITIATION OF
INVESTIGATION, Jan. 31, 1973

Dear Sir,

The League of Women Voters of the Monterey Peninsula is unalterably opposed to development of Monterey Bay as a harbor for deep draft vessels. Monterey harbor should certainly be stricken from your list of possibilities at the outset. You will find public sentiment here overwhelmingly against any such proposal.

The Monterey Peninsula is an area famous for its outstanding natural beauty. It is largely dependent for revenue on the tourist trade. A large port accomodating supertankers, or off-shore facilities anywhere on Monterey Bay would cause urbanization of the entire area, traffic, noise, air and water pollution, as well as destruction of the environmental assets which attract tourists and are valued by the residents.

The Monterey Peninsula League's positions on area planning and conservation of water resources include the following:

Support for preservation of the natural ecology of the Monterey Peninsula, control of air and water pollution and regulation of land use and development.

Support for measures to improve and protect water quality.

Acting under these positions we are on record in opposition to the city of Monterey's proposal for massive harbor development. League support for the Coast Conservation Initiative, which passed by a large margin on the Peninsula, is another example of our active advocacy of these principles.

Thank you for soliciting our views with respect to your study.

Yours very truly,

Gerardine Houston

Mrs. Tom Houston
President

February 7, 1973

Army Corps of Engineers
630 Sansome St., S. F.

Gentlemen:

We have just heard of the proposed dredging & widening of the channel into Moss Landing, to permit access & use of sea-going oil tankers, into the area.

We protest this development by your group, as property owners, tax payers & residents of Monterey Bay. The ship traffic, commercialization, danger of oil spills to our clean, wide, sandy beaches we do not need, will not accept.

Mr. & Mrs.


R. W. Church
169 Via Concha
Aptos, California
95003

Yours truly,
Mary Church

MT SHASTA Rod & Gun -
Box 281 -
MT SHASTA CALIF
96067

2-7-73

Dear Sirs:

Re: PERTAINING TO YOUR LETTER DATED JAN 31, 1973 - THIS REGARDING INITIATION OF INVESTIGATION - FOR DEEP WATER ON THE PACIFIC COAST. COULD YOU PLEASE FURNISH TO OUR ORGANIZATION ALL DATA AND INFORMATION PERTAINING TO THE ISSUE AT HAND.

WE FEEL THIS ACTION, DIRECTLY OR INDIRECTLY - HAVE AN ADVERSE EFFECT ON ALL WILD LIFE - FISHING ETC, IN FACT THE IMPACT WOULD BE BEYOND IMAGIN-

ATION - WE HAVE FOUND TO BE SO, IN NORTHERN CALIF WHERE A GREAT NUMBER OF OUR STREAMS & RIVERS HAVE BEEN RUINED - FOR SPAWNING ETC.

WE HAVE A NUMBER OF GOOD DEEP WATER PORTS IN CALIF AS YOU KNOW, AND HAVE GIVEN US GOOD SERVICE THRU THREE WARS - NOW THAT THAT TYPE OF PRESSURE IS OFF, WE FEEL THE EXISTING PORTS ARE Adequate. COULD YOU PLEASE INFORM US AS TO THE CONGRESSIONAL ACTION - COMMITTEES - MONEY FOR THE PROJECT - HOW MUCH?? WE ARE VERY MUCH INTERESTED IN THIS -

Thank You
Chung Leight Pres
Mt Shasta Rod & Gun

a
i
m
s

AMERICAN INSTITUTE OF MERCHANT SHIPPING

1625 K Street, N.W., Suite 1000, Washington, D.C. 20006
Phone: 202/783-6440

Pacific Regional Office
P.O. Box 7861, San Francisco, California 94120
Phone: 415/986-7900

Planning
February 8, 1973

Maj. General Frank A. Camm, USA
Division Engineer
U. S. Army Corps of Engineers
630 Sansome Street, Rm. 1216
San Francisco, California 94111

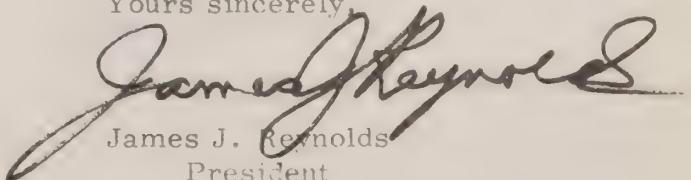
Dear General Camm:

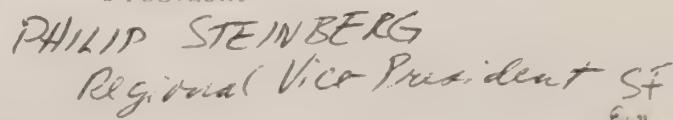
Your Public Notice dated January 31, 1973 announced invitation of a study devoted to evaluation of the need, location and facilities to accommodate deep draft ocean-going vessels along the West Coast. Further, it was indicated that Public Meetings would be held in order to receive statements of interested parties prior to completion of the initial phases of the study. The Institute has had the pleasure of participating in similar meetings on the East Coast in connection with the parallel Corps' Deepwater Port Facilities Study. We wish to appear at the Public Meetings called relative to the study being conducted under your auspices. Therefore, we would deeply appreciate being assured of receiving all pertinent releases and documents with sufficient notice to permit meaningful participation.

The thirty-five company members of the Institute operate all types of vessels comprising approximately two-thirds of the U. S.-flag merchant fleet.

The general thrust of our presentations to date has been documented support for the absolute necessity for development of deepwater facilities to provide Very Large Crude Carrier handling capability in the national energy and economic interests of the United States. Concurrently, however, we seek assurance that deepwater facility studies such as those underway within the Corps, MARAD and the Congress do not adversely influence ongoing Federal authorization and funding for beneficial harbor, channel and waterway improvement projects. Our participation in your meetings would be along these lines.

Yours sincerely,


James J. Reynolds
President


Philip Steinberg
Regional Vice President SF

BRANCHES
SEATTLE, WASHINGTON
PORTLAND, OREGON
WILMINGTON, CALIFORNIA

MARINE COOKS & STEWARDS UNION

MEMBER, PACIFIC DISTRICT,
SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA

BRANCHES
BROOKLYN, NEW YORK
HONOLULU, HAWAII

350 FREMONT STREET

SAN FRANCISCO, CALIF. 94103

TELEPHONE EX-BROOK 7-5600

42

February 9, 1973

Division Engineer
U. S. Army Engr Div, South Pacific
630 Sansome Street
San Francisco, California 94111

Dear Sir:

In answer to your communication of January 31, 1973, regarding the Notice of Initiation of Investigation due to the 250,000 deadweight tons now in use in connection with O.B.O.s (oil, bulk, and ore carriers), it is very evident that San Francisco has deep water channels and with very little dredging in certain areas off San Francisco, mainly the Bay, and also inside the Bay on the San Francisco side, there would be sufficiently deep water to accommodate these crafts.

We have just finished a meeting of the San Francisco Mayor's Port Commission, a report on which I know would be available to you from the Chairman of the Board Gwin Follis, of Standard Oil of California.

Since unquestionably we are going to be importing more oil, bulk and ore cargoes on larger ships and everybody knows we have turned from a "have" nation to a "have not" nation inasmuch as 69 raw materials out of 72 raw materials, needed to keep up our economy, now have to be imported, this proposed investigation and study of the problem of the deep water channels and deep water harbors can be most important in a very short period of time.

I would certainly like to have a copy of your report after this study is completed.

If there is anything I can contribute to your study, please let me know.

Sincerely yours,



Ed Turner
President/Secretary-Treasurer

PHONE NEWTON 3-2466
P. O. BOX 31
MOSS LANDING, CALIFORNIA

PHONE FRONTIER 5-2649
P. O. BOX 469
WHARF, MONTEREY, CALIF.

GENERAL FISH CORPORATION

PRODUCERS AND WHOLESALERS

FRESH AND FROZEN FILLETS

BAIT

SALMON AND ALBACORE

February 9, 1973

Division Engineer
U.S. Army Div., South Pacific
630 Sansome Street
San Francisco, California 94111

Gentlemen:

Referring to your letter of January 31, 1973, announcing initiation of investigation concerning West Coast deepwater port facilities, we would like to be kept apprised on developments in the Moss Landing and Monterey area where we are deeply involved as a fishing corporation and as a property owner.

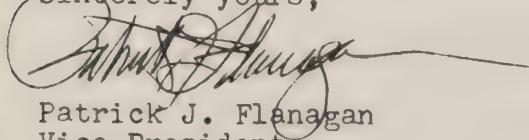
Naturally we are concerned with any effect this might have on fishing in this area with regard to possible oil spills, pollution, etc.

At the same time we are concerned with the depressed area of the Moss Landing-Castroville area and feel that some development in the future is needed to help the local people meet a need for new employment and to build better and more modern sewerage facilities.

At present, we can only urge you to consider seriously these two matters of pollution due to such a project, and to the need of building this depressed area up for the benefit of the local people.

Thank you for your consideration, and again we would appreciate notification of any developments in the area involved.

Sincerely yours,



Patrick J. Flanagan
Vice-President

PJF/nt

Mon. Feb. 9, 1923

Dear Sir:

We have been reading in the papers that you are considering making studies of the availability of Monterey Bay for large supertankers to discharge their oil to large refinery that will be located there.

We are against any of this possible use of the Bay because we know it would be subject to fog in the spring & fall. It is a beautiful beach area for millions of people in the northern part of Calif. & it would be subject to oil spillage. It would force industrial development to ruin the character of the area for a recreation & residential area.

But among many other people we may wish you to think this over.

Sincerely,

Mr. & Mrs. Albert B. Tewish
214 Lincoln Ave.,
Santa Cruz, California

Feb 10, 1973

Corps of Engineers
630 Sansome St.,
San Francisco,
California

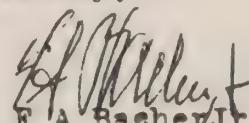
Dear Sir,

I understand that the Corps of Engineers have under consideration the construction of a base for super-tankers in Monterey Bay.

As resident of the area I protest the construction of any such facility for the use of such tankers as I believe this would be a hazard to environment of the area. Oil spillage that will occur into the Bay waters will endanger fish, bird and animal life. Furthermore the wreckage of such a tanker with its huge amount of oil escaping^{will} destroy the habitat of these animals.

Believing that Monterey Bay is not suitable or to the best interest of the area I ask that a base for super tankers be not built in our waters.

Sincerely,


F A Bachey Jr
24 Seaca Place
Salinas
California 93901



Metropolitan Transportation Commission

February 13, 1973

Division Engineer
U.S. Army Engineer Div,
South Pacific
680 Sansome Street
San Francisco, CA 94111

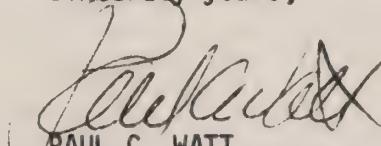
Dear Sir:

This letter is in response to your Notice of Initiation of Investigation dated January 31, 1973, concerning the need, location and facilities to accommodate deep draft ocean-going vessels along the West Coast.

It is the opinion of the Metropolitan Transportation Commission staff that ports of the San Francisco Bay region should not be considered as possible deepwater port sites. Dredging of San Francisco Bay region channels to depths that would allow the entrance of deep draft vessels would be costly to construct and maintain and encounter strong environmental opposition.

If a need for West Coast deepwater ports is established, MTC encourages their development in areas where natural conditions make such development less costly and more feasible than in San Francisco Bay. Deepwater ports at other West Coast locations would allow entry of deep draft vessels into San Francisco Bay in a lighter than full load condition.

Sincerely yours,



PAUL C. WATT
Executive Director

cc: District Engineer
U.S. Army Engr. Dist.
San Francisco
100 McAllister Street
San Francisco, CA 94102

DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 2390
SACRAMENTO 95811

February 13, 1973

4

Brig. General George B. Fink
Division Engineer
U.S. Army Engineer Division,
South Pacific
630 Sansome Street, Room 1216
San Francisco, California 94111

Dear General Fink:

Reference is made to the Notice of Initiation of Investigation dated January 31, 1973 and dealing with a United States Army Corps of Engineers study to evaluate the need, location, and facilities required to accommodate deep draft, ocean-going vessels along the west coast of the United States in the area between Bellingham, Washington and San Diego, California. California has a deep and urgent concern regarding the progress and findings of the study. This Department has a large number of State Park System units along the California coast and also has an on-going plan and program for the establishment of additional units embracing significant portions of the coastline.

We urgently desire that your study give recognition to the protection of the biological, historical, archeological and recreational values along the entire California coastline and, specifically, the areas near existing units of the State Park System and near areas proposed for addition to the State Park System in our coastline plan.

For your information, I am forwarding herewith one copy of the California Coastline Preservation and Recreation Plan dated August 19, 1971, which indicates the location of existing State Park System units along the coast and defines our plans for their expansion and for the establishment of additional units.

Should your investigation require the evaluation of any areas now within the State Park System or proposed to be included within that System, we urgently request that contact be established with Chief Russell Porter of our Grants and Statewide Studies Division so that careful coordination may be carried out prior to the completion of your study.

Sincerely,

Debby H. Mott
William Penn Mott, Jr.
Director

Enclosure

M-2/1



WESTERN REGIONAL OFFICE

215 MARKET STREET . SAN FRANCISCO, CALIFORNIA 94105 . (415) 989-3056

National Office
1800 North Kent Street,
Suite 800
Arlington, Va. 22209
(703) 524-3151

February 16, 1973

Midwest Regional Office
329 West 15th Street
Minneapolis, Minn. 55403
(612) 332-2060

Division Engineer
U. S. Army Engr. Div., South Pacific
630 Sansome Street
San Francisco, California 94111

*Mid-American/Gulf
Regional Office*
Ludlow Hall
260 Ludlow Avenue
Cincinnati, Ohio 45220
(513) 961-0725

Dear Sir:

Eastern Regional Office
1800 North Kent Street
Arlington, Va. 22209
(703) 524-3151

In response to the Notice of Initiation of Investigation received January 31, 1973, The Nature Conservancy wishes to be kept informed of the progress of your West Coast Study evaluating the need for deep water port facilities. In particular, I would like to be advised of any public meetings scheduled to discuss the evaluation.

Sincerely,

Henry P. Little
Western Representative

HPL:mc

PORT OF SACRAMENTO

Brigadier General Fink

-2-

February 21, 1973

The Sacramento metropolitan area is a growing population center which should be carefully weighed as an adjunct to the San Francisco metropolitan area. Its future energy needs could serve to make a site along its deep water ship channel a logical discharge point for feeder vessels. Such vessels would shuttle cargo from a discharge point for the larger vessels if such is located in or proximate to San Francisco Bay.

We will be pleased to cooperate in your study in any way that we can.

Very truly yours,



Melvin Shore
Port Director

MS/mmg
cc: District Engineer
Sacramento, California

PORT OF SACRAMENTO

SACRAMENTO-YOLO PORT DISTRICT

*John
DeMolay*

File: 5037

February 21, 1973

Brigadier General George B. Fink
Division Engineer
Department of the Army
South Pacific Division, Corps of Engineers
630 Sansome Street
San Francisco, California 94111

Gentlemen:

We are in receipt of your January 31, 1973 "Notice of Initiation of Investigation" concerning a study of west coast deepwater port facilities for vessels in excess of 250,000 deadweight tons. In the notice you request information, data, views and opinions with respect to this study.

First let me commend the Corps for undertaking this study and in particular for redirecting its "In-Depth Study" efforts in, what we believe, is a more meaningful direction. The growing energy shortage is well documented along with its requirements for larger vessels.

Similar studies of the situation on the east coast have occasionally alluded to dry bulk cargoes as somehow being tied to the movement of bulk petroleum. Ultimately, I believe those studies concluded that there is no significant relationship between the movement of dry bulk cargoes and petroleum. We concur that few if any dry bulk cargoes will be concerned with the type of vessels you will be studying. The total volumes, the requirement of individual shipments as well as their destinations will rarely, if ever, lend themselves to being backhauls for the vessels in question.

WORLD TRADE CENTER · WEST SACRAMENTO, CALIFORNIA U.S.A. 95691

PORT COMMISSION: G. WAYNE O'BRIEN, chairman · MIKE R. ELORDUY, vice chairman · IVORY J. RODDA, secretary

RICHARD E. CROW · CURZON KAY

**MELVIN SHORE · PORT DIRECTOR
(916) 371-8000 TWX 910-367-3581**

6-1

SACRAMENTO ADDRESS
STATE CAPITOL
SACRAMENTO, CALIFORNIA 95814
ROOM 4121
445-7486

COMMITTEES
AGRICULTURE
NATURAL RESOURCES AND
CONSERVATION
TRANSPORTATION

Assembly California Legislature

BOB WOOD
ASSEMBLYMAN, THIRTY-FOURTH DISTRICT
VICE CHAIRMAN
NATURAL RESOURCES AND CONSERVATION

February 21, 1973

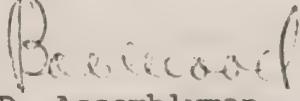
Division Engineer
USA Engineer Division, South Pacific
630 Sansome Street
San Francisco, California 94111

Dear Sir:

It has come to our attention that the Corp of Engineers is planning to conduct a survey along the West Coast of the United States to determine suitable locations for a deep-water oil tanker port. One of the locations being considered is Monterey Bay in central California. As the elected State Assemblyman from Monterey County, I would like to state our opposition to any such use of Monterey Bay.

The Monterey Bay area always has been known as one of beauty and free from heavy industrial use. Consistently, the people of Monterey have spoken out against developments which may tend to mar the natural beauty which abounds there. The location of a deep-water oil tanker port in Monterey Bay would not be consistent with the desires of the people of Monterey County. I would like to add my voice to the other local officials who have spoken out against returning oil tankers to Monterey Bay.

Sincerely,


BOB WOOD, Assemblyman
34th District

wp

PORT OF
FERRY BUILDING



CITY OF SAN FRANCISCO • JOSEPH L. ALIOTO, MAYOR
SAN FRANCISCO
SAN FRANCISCO, CALIFORNIA 94111 • TEL.: (415) 391-8000

February 22, 1973

Brig. General George E. Fink
Division Engineer
U.S. Army Corps of Engineers
South Pacific Division
630 Sansome Street
San Francisco, California 94111

Dear General Fink:

Re: West Coast - Deep Draft
Ocean-going Vessel Study

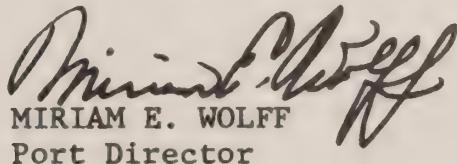
The Port of San Francisco is very pleased to learn of the above study to meet the desperate energy crisis. We appreciate that for the most part you will be studying areas in the Pacific Ocean.

We would like to call your attention to the possibility of a deep draft site within the Bay system. There is an area in San Francisco County just east of Angel Island which, according to the chart, has water depths exceeding 100 feet MLLW. We appreciate there might have to be some deepening of the bar, but we think this site should be studied as a single point mooring facility.

We are not authorized to advocate the site, but we feel it important to call it to your attention in connection with the study.

Yours very truly,

PORT OF SAN FRANCISCO


MIRIAM E. WOLFF
Port Director

MEW:nj

cc: C. L. Vickers
T. Grinstead

February 26, 1973

TO: District Engineer
U. S. Army Engineer
District San Francisco
100 McAllister Street
San Francisco, California 94102

FM: Metropolitan Clearinghouse
Association of Bay Area Governments
Hotel Claremont
Berkeley, California 94705

Project: Notice of Initiation of Investigation-Deepwater Port Facilities

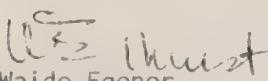
The Association has received your Notice of Initiation of Investigation-Deepwater Port Facilities.

As the Metropolitan Clearinghouse, and in accordance with the Procedures of Circular A-95, of the Office of Management and Budget, the Association has notified the following affected agencies of your project:

Port of Oakland
Port of Richmond
Port of San Francisco
Port of Redwood City

We will notify you immediately should any of the agencies notified raise an issue concerning your proposal.

Sincerely,


Waide Egener
Regional Planner

Pacific Asbestos Corporation

COPPEROPOLIS, CALIFORNIA 95228
TELEPHONE 209/785-2201
TLX 359458 CABLE ADDRESS CHRYSOTILE



Pacific Asbestos Corporation

February 26, 1973

District Engineer
U. S. Army Engr. Dist.
100 McAllister Street
San Francisco, CA 94102

RE: Deepwater Port Facilities Study

Gentlemen:

We would hope you consider the Port of Stockton in your studies:

1. In the event of port disasters in the immediate San Francisco bay area, Northern California could still be served by Stockton.
2. Since Stockton is 70 miles from the Golden Gate, it is away from a potential concentrated target area.
3. The proximity of Stockton to the Inland Empire of California's rich agriculture and mining areas is certainly an advantage.
4. The land surface transportation congestion in the Bay Area would be relieved by every ton shipped by water from Stockton.

Yours very truly,

PACIFIC ASBESTOS CORPORATION

Robert J. Tucker
Robert J. Tucker
General Sales Manager

RJT/ms

March 2, 1973

Dear sirs :

I am writing to express my opposition to the proposed conversion of Moss Landing, Ca. to a deep-water port for super oil tankers.

Monterey Bay is an area of great natural beauty, and the tourist-oriented economy of the cities on its shores (Santa Cruz and Monterey, and to a certain extent Moss Landing itself) would not be benefited by the storage tanks, refineries, oil spills and heavy construction associated with this type of facility.

Elkhorn Slough in Moss Landing is one of the last refuges in this area for pelicans, and a beautiful area, and it should not be damaged further by this project; it has been damaged severely already by the PG&E and Kaiser plants already located there.

The area surrounding Moss Landing is almost totally agricultural in nature, and the proposed use of this harbor would bring about the destruction of this valuable open space by the building of facilities for this port and housing for its employees. This open space is needed as a buffer zone between the cities of Monterey & Santa Cruz-Watsonville, and if this harbor is developed it would ensure that these two metropolitan areas

would run together, forming another megalopolis similar to Los Angeles-Long Beach, which I feel is obviously not a good thing for us to create.

I feel sure that your agency will receive a great deal of local opposition to this proposal, and I hope you will act accordingly.

Yours sincerely
Gregory A. Mowbray

Gregory A. Mowbray
552-0 14th Ave.
Santa Cruz, Ca. 95060



DEPARTMENT OF THE NAVY
WESTERN DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
P.O. BOX 727
SAN BRUNO, CALIFORNIA 94066

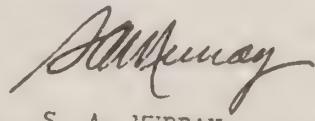
IN REPLY REFER TO:
2022 JOT:1b
P2-225
6 MAR 1973

From: Commanding Officer, Western Division, Naval Facilities Engineering Command
To: Department of the Army, South Pacific Division, Corps of Engineers, San Francisco, California

Subj: Deepwater Port Facilities on the West Coast in the area between Bellingham, Washington, and San Diego, California; study for

1. In response to the "Notice of Initiation of Investigation" dated 31 January 1973, this Command would like to express an interest in the subject study, and to offer the auspices of this office as the liaison for Navy activities on the West Coast.
2. It is requested that this Command be placed on the mailing list for all notices and reports. Please address all mail to

Commanding Officer
Western Division
Naval Facilities Engineering Command
P. O. Box 727
San Bruno, California 94066



S. A. MURRAY
Commander

Copy to:

COMELEVEN (w/cy of Notice)
COMTWELVE (w/cy of Notice)
COMTHIRTEEN (w/cy of Notice)
WESTNAVFACENGCOM San Diego Br
WESTNAVFACENGCOM Seattle Br



SOLANO COUNTY INDUSTRIAL DEVELOPMENT AGENCY

COURT HOUSE - FAIRFIELD, CALIFORNIA 94533

March 6, 1973

Lt. Col. James Lammie
District Engineer
U. S. Army Corps of Engineers
100 McAllister Street
San Francisco, CA 94102

Dear Colonel Lammie:

Your notice about the workshops on the West Coast Deepwater Port Facilities Study reminded me that an executive of EXXON (Humble) is involved in a similar program in the Gulf of Mexico. If his experience there would help in any way, I can get in touch with him. His company has given consideration to a major pipeline terminal in the Bay Area, although the project is inactive at this time.

I refer to S. M. Whitehill, Coordinator, Bayport Terminal, Humble Pipe Line Company, PO Box 2220, Houston, Texas 77001.

I plan to attend one of the workshops.

Sincerely yours,

Fm
F. R. HENREKIN, Executive Director

FRH/nkn

SOCIETY
FOR
CALIFORNIA
ARCHAEOLOGY

March 7, 1973

Col. J. L. Lammie
District Engineer
Corp of Engineers
100 McAllister Street
San Francisco, California 94102

Dear Sir:

I would like to give some input on the proposed Deep Water Port Potential of Moss Landing. This type of development will undoubtedly change the local scene as the PG&E plant itself has done. There is a cultural resource of great value that I know PG&E to be aware of and I should hope your plans take in the extensive archaeological resources of this region, many of which have already been destroyed, which increases of course, the value of the remaining non-renewable resources.

Even the most elementary reconstruction of the local archaeology has not been attempted and as the ethnography of the native peoples of this area is sparse, most of what will be known concerning their history and their adaptations will only be known through archaeological data.

I would express a strong opinion that a preliminary reconnaissance such as ~~be~~ called for in NEPA legislation and guidelines be enacted immediately, and the input of this data be put into the planning aspects at this very early stage to insure maximum preservation, sufficient and proper mitigation and minimum hassles at the later planning stages.

Sincerely,

Robert L. Edwards
Robert L. Edwards
District 5 Archaeologist
Society for California Archaeology

RLE/mat

C.C. - Mort. Plumb
Coastal Commission

Eng

G. ROSEKILLY

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San Mateo, Calif. 94401
(415) 343-3700

MANUFACTURERS OF STEAM ENGINES

San Francisco Branch Office:
210 California Street
San Francisco, Calif. 94105
(415) 982-0863

March 8th 1973

Division Engineer.
US Army Engineers Div. South Pacific.
630 Sansome St.
San Francisco Cal. 94111.

Dear Sir.

We have your letter of enquiry on the subject of proposed deep water harbors for these new 250,000 ton vessels, this probably being sent to us because of our being members of the Society of Naval Architects.

Just what could we do for you? Your Division must know far more about deep water locations than anyone else, and there are very few places indeed on the entire coast, where such ships could be accommodated under any circumstances.

Naturally, anything we can do, will be gladly done. Call on us at any time.

Yours very truly,

G.Rosekilly
G.Rosekilly.

10/2/73

COMMISSIONERS
VERNON L. STURGEON, PRESIDENT
WILLIAM SYMONS, JR.
J. P. VUKASIN, JR.
THOMAS MORAN
D. W. HOLMES



ADDRESS ALL COMMUNICATIONS
TO THE COMMISSION
CALIFORNIA STATE BUILDING
SAN FRANCISCO, CALIFORNIA 94102
TELEPHONE: (415) 557- 1128

Public Utilities Commission STATE OF CALIFORNIA

March 8, 1973

FILE NO. 402-4

Mr. J. L. Lammie, Colonel, CE District Engineer
Department of the Army
San Francisco District, Corps of Engineers
100 McAllister Street
San Francisco, California 94102

Dear Mr. Lammie:

The staff of the California Public Utilities Commission is very interested in California's Deepwater Port potentialities for sites in connection with the possibility of the importation of LNG by tankers of the 125,000 cubic meter size. However, the present work load does not permit us to participate in the workshops you have arranged.

If it is possible, we would like to be informed as to the results of your study concerning this subject.

Very truly yours,

PUBLIC UTILITIES COMMISSION

By

WILLIAM R. JOHNSON, Secretary

March 12, 1973

622 Windsor Street
Santa Cruz, CA 95060

ARMY CORPS OF ENGINEERS
100 McAllister Street
San Francisco, CA 94102

ATTENTION: COL. J.L. LAMMIE, District Engineer

RE: DEEP-WATER PORT FOR OIL SUPER-TANKERS,
MOSS LANDING STUDY

Gentlemen:

Recently there has been much publicity regarding the study of 21 proposed sites for a deep water port on the Pacific Coast. I am sorry that a port of this type is even being considered for this coast, let alone the fragile environment of the Monterey Bay. We would like to go on record as being entirely opposed to any such proposal, especially for our bay.

We all know of the continual dredging operations required at the local yacht harbor. We have read about and seen the destruction of wildlife and habitats caused by the rash of oil-spills over the last several years. We do not want this for our bay. This marine life is a valuable natural asset to all the communities on the Monterey Bay.

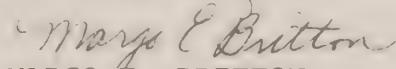
It is time we spent our energies and resources to preserve our natural environment rather than destroy it. Now is the time for us to concentrate on the development of alternatives to the use of fossil fuels, not prolong their use. We are looking to the future with ideas from the past.

Thank you for your consideration.

Yours truly



L. CRAIG BRITTON



MARGO E. BRITTON



IN REPLY REFER TO:

United States Department of the Interior
NATIONAL PARK SERVICE

WESTERN REGION
450 GOLDEN GATE AVENUE, BOX 38063
SAN FRANCISCO, CALIFORNIA 94102

L7423
(WR)CF

March 14, 1973

Major General F.A. Camm
Division Engineer
U.S. Army Engineer Division, South Pacific
630 Sansome Street
San Francisco, California 94111

Dear Sir:

Thank you for your notice of investigation to study potential needs for port facilities to accommodate deep-draft vessels along the West Coast.

The analysis of a wide range of sites, including inland, on-shore, near-shore and off-shore facilities, indicates considerable potential for adverse effects upon archeological, historical, natural and recreational resources.

Our primary concerns, of course, would be the effects such facilities would have on our ocean-side areas; namely, Redwood National Park, Point Reyes and Golden Gate National Recreation Areas, and Channel Islands and Cabrillo National Monuments.

Within the limits of our staff and funding, we would like to provide archeological input to this study because it may be necessary for us to program and budget for appropriate archeological studies as the location and types of facilities are defined. Thus, it would be appreciated if you would inform our Chief, Arizona Archeological Center, National Park Service, P.O. Box 49008, Tucson, Arizona 85717 of your projected schedule of study.

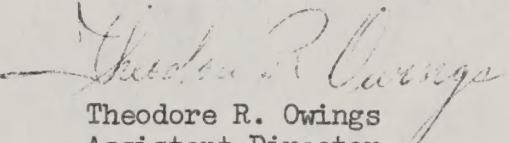
Consultation with the State Liaison Officer, Mr. William Penn Mott, Jr., Director, Department of Parks and Recreation in Sacramento, will be necessary in order to determine affects that proposed facilities will have on properties contained in the National Register of Historic Places as well as potential additions to the National Register. Also, to assure compliance with Section 106 of the National Historic Preservation Act of 1966 (80 Stat 915), the effects proposals might have on National Register properties must be analyzed and evaluated.

Mr. Tom Mulhern, Landmark Specialist, in this office can provide you information concerning existing and potential National Natural Landmarks that could be affected. Also, we believe you will find it worthwhile to contact the Executive Director, California Natural Areas Coordinating Committee, Box 670, Mill Valley, California 94941. This group of scientists has developed an inventory of significant natural areas throughout California.

Any adverse effects on the natural resources in Point Reyes and Golden Gate National Recreation Areas could diminish the recreation values within these areas.

The foregoing expresses our primary interest in your study; however, we trust you will keep us informed as your study progresses.

Sincerely yours,



Theodore R. Owings
Assistant Director
Cooperative Programs

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